



Insider's guide to the

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Affordable aero: National 10 title on a budget

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THIS ISSUE 10/09

Best on budget

ell done, Richard Bussell. Firstly for winning the National 10; secondly for doing so on a second-hand bike built up with bits that cost him just £1,000 (see p20).

The fact he worked with his own personal aerodynamicists (ves. that's now a thing) does somewhat ruin the 'plucky amateur' tag, but hey, we'll forgive him for that.

Now, there's nothing wrong with buying a brand spanking new bike and racing on it, but Bussell's tale did remind me of the time I first got into competitive cycling.

Before this, as a young teenager, I'd bought a beautiful metallic blue Raleigh Elan. It cost £300 and was probably the fastest bike in the world (at least it was to a 13-yearold boy). But the first bike I raced on, I built up myself, and what a joy that was to do. A second-hand Carrera SLX Columbus frame (weighed a ton but rode like a dream) was specced with a budget Shimano groupset and a set of shiny silver Shimano wheels.

I still remember piecing it all together, getting the best bits I could for the budget I had (courtesy of the student loans initiative) and the excitement of pulling it all together. What a joy.

It's all too common now to buy a complete bike, or spend thousands on the best kit money can buy. But seeing a relative newcomer crowned national champion on a

£1,000 bike proves that you don't have to have a small fortune just to race.

Simon Richardson, Acting editor



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Kings and queens







Brits chasing win at home tour

Tough stages kick off Tour of Britain

Nick Bull in Wrexham

he Tour of Britain got off to a stunning start in Wales last Sunday as the peloton wound its way from Anglesey to Wrexham on the first of a demanding series of stages to kick off the national tour.

Mark Cavendish (Etixx-Quick Step), André Greipel (Lotto-Soudal) and Elia Viviani successfully negotiated the climb of Llanberis Pass (pictured) in Snowdonia and it was Sky's Italian who drew first blood, pipping the duo of Tour de France stage winners in the narrow and slightly uphill finish.

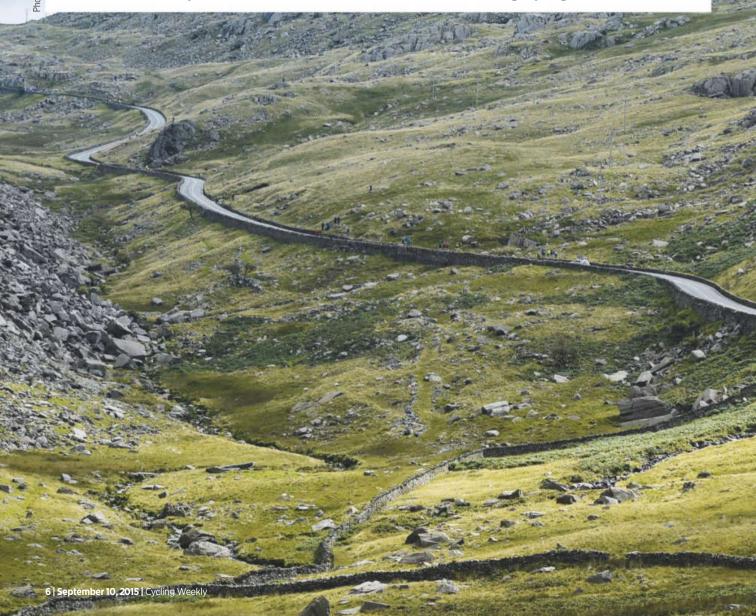
It was just reward for Sky's Britheavy team — comprising national road champion Peter Kennaugh, Ben Swift, Ian Stannard and Andy Fenn — all of whom worked tirelessly to set up a sprint, despite their clear pre-race GC objectives.

"It's nice to get a win in the beginning and it's good for the guys when four out of six of them are British," said Rod Ellingworth, Sky's head of performance operations.

"But we're here in Britain with our British brand, our fan base, and we tell the lads to take responsibility and get out there and race."

Cavendish's team-mate Petr Vakoc took the race lead following his solo win on stage two, which included the climbs of Nick of Pendle and Bleara Moor. Kennaugh sat in ninth place overall.

■ See next week's *CW* for an 18-page stage-by-stage Tour of Britain review.







Cav to join MTN for 2016?

Briton's move from Etixx-Quick Step could give him more control

Nick Bull

ark Cavendish looked set to join second division MTN-Ohubeka team for 2016 in a move that would keep his Olympic track ambitions alive.

Cavendish's lead-out man Mark Renshaw could also make the switch from Etixx-Ouick Step in a move that would give the Manxman control over his racing schedule leading up to Rio.

With the team's current sponsor MTN leaving the team at the end of 2015, it is understood 30-year-old Cavendish will bring personal backing to the squad. Global IT company Dimension Data is also likely to become the team's secondary sponsor.

Etixx and MTN declined to comment on the speculation, while Cavendish's agent hadn't responded to Cycli Weekly at the time of goin to press. Cavendish is understood to have attraction interest from Trek, while hadn't responded to Cycling Weekly at the time of going understood to have attracted

Etixx reportedly offered him a deal albeit with a lower salary than his existing contract.

Etixx team manager Patrick Lefevere told CW last month that he didn't want Cavendish to compete in the omnium next year's Olympics. In an interview with Sky Sports Sir Bradley Wiggins, when asked about riding on the track with Cavendish, said, "Obviously he's changing teams, so we'll see how it all pans out."

A move to MTN could mean Cavendish will skip next year's Tour de France - the team are likely to be awarded a wild card but Cavendish might prefer to concentrate on the track. And while the team includes sprinters Matt Goss, Edvald Boasson Hagen, Tyler Farrar and Kristian Sbaragli, Cavendish should command race leadership when he desires. MTN also currently ride Cervélo bikes - the same manufacturer who supply the British national squad.



"I hope the Tour of Britain never becomes a WorldTour event, as that would stop most British teams from being selected"

he Tour of Britain is a strange race for the JLT-Condor team: in domestic events, we race all year with the aim of winning, yet as soon as the national tour starts, we ride tactically to get in breakaways.

I think it's important that the British teams have a presence in the race; personally, I hope the race never becomes a WorldTour event, as that would stop most of them from being selected. Currently, if we go out to attract sponsors for our team, being able to say we compete in it is a good selling point. And in all of the editions of the race where I've managed a team, something eventful has happened, from a rider breaking a collarbone or some kind of success.

Mainstream appeal

The biggest difference between the modern Tour and those in which I used to race 30 years or so ago is the crowds. Back then, you would get the local cyclists out on the climbs, whereas now the support is more widespread, not just the real enthusiasts. As the rivalry between the British teams has increased, that's had an impact on how the breakaways look: if one of our guys goes up the road, then riders from the other teams do the same.

There's also the unofficial best British rider on GC competition — it's great if one our riders is the highest on GC, but if that doesn't happen, then we're quick to say that's not what the race is about.

Stage victories are a lot harder to achieve now. The event has got a lot more difficult now, as the profile of the race has increased. The quality of the field has got better, and the WorldTour teams dictate the style of the racing, regardless of how narrow, twisty or uphill the roads are.

People used to think the big guys didn't want to come to the race - but that's clearly not true. I've always been amazed how the riders react when the race gets to London. It's a major capital city, so the WorldTour riders love racing there. We sometimes forget that we live in a country people want to visit.

Owner of the best brogues in the paddock, 1982 British road race champion John Herety is the JLT-Condor team manager









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Tour de France champion breaks foot in Spain

Richard Abraham

hat was described as the hardest Grand
Tour stage in recent memory put a
premature end to Chris Froome's 2015
season as the Tour de France champion withdrew
from the Vuelta a España last week with a broken foot.

On a day which included roughly 5,000m of ascent over six categorised climbs in just 138km, Froome crashed into a barrier and a stone wall early on stage 11 last Wednesday and struggled to the summit finish at Cortals d'Encamp, Andorra, over seven minutes behind stage winner Mikel Landa (Astana).

The Sky leader required help to dismount his bike and climb onto the team bus, later confirming a fracture of his navicular bone, a six-week layoff, and the end of his season.

"We're still waiting to get specialist opinion to see if I need an operation or let it mend naturally, but I'm pretty sure that's the end of the season for me now," Froome told ITV from his home in Monaco last Friday.

Katusha's Joaquim Rodríguez reportedly had a hand in designing the devilish mountain stage, which took place entirely in Andorra and saw the last rider, Martin Velits (Etixx-Quick Step), finish over 35 minutes behind the stage winner. However, it was Astana that seized the initiative and took a one-two with Landa and Fabio Aru, who rode into the race lead from Tom Dumoulin (Giant-Alpecin).

Yet by Monday, September 7, Rodríguez sat one second ahead of Aru after reclaiming his lost time on stage 15, which he won, and stage 16, ahead of the crucial 38.7km time trial in Burgos on Wednesday, September 9. "The Vuelta is all knotted up, the race overall will be a game of seconds," Rodríguez said.

At the time of going to press, Dumoulin, Rafal Majka (Tinkoff-Saxo) and Esteban Chaves (Orica-GreenEdge) were placed within 100 seconds of the race lead while Movistar duo Alejandro Valverde and Nairo Quintana appeared to be suffering from the fatigue of the Tour de France and sat eighth and ninth overall respectively.

■ Vuelta race coverage starts on page 66.





Second Saxo rider hurt by moto

Motorcycle mayhem at the Vuelta

Richard Abraham

here were widespread calls to improve regulation of vehicles in bike races last week after a second Tinkoff-Saxo rider quit the Vuelta a España following a collision with a motorbike.

Sergio Paulinho left the race to undergo surgery on a deep cut on his leg after he rode into a TV motorbike on the exit of a fast right-hand turn on stage 11, just over 48 hours after his team-mate Peter Sagan had withdrawn from the race with injuries from a collision with a neutral service bike on stage eight.

While Tinkoff-Saxo team owner Oleg Tinkov took to social media to threaten to boycott races run by Tour de France organiser ASO, which owns and runs the Vuelta through Unipublic, the team issued a statement calling for a review of all drivers on the race and a doubling of the safe minimum distance between motorbikes and riders from five to 10 metres.

A number of riders also took to social media to raise the issue of the threat posed by in-race vehicles. The CPA, the union for professional riders, threw its hat into the ring in melodramatic fashion, calling for a reduction in the number of race vehicles,

stricter regulations and an urgent meeting with the UCI in order to stop what it described as a "bloodbath".

The UCI responded with a statement saying "a full review of the current regulations will be made before the start of the 2016 season, including those governing the conduct of drivers in races and the licensing requirements for the drivers."

Collision course

The two incidents brought the number of collisions involving in-race vehicles in high-profile WorldTour events to six this season. Greg Van Avermaet (BMC) was floored by a TV motorbike while in the lead in the finale of the Clásica San Sebástian, while Jakob Fuglsang (Astana) was clipped and felled on stage 18 of the Tour de France by a photographer's motorbike on the Col du Glandon.

Earlier this year, two incidents involving Shimano neutral service cars saw riders abandon at the Tour of Flanders. Jesse Sergeant (Trek) was knocked off by a car as it undertook the breakaway, and Sebastian Chavanel withdrew after another Shimanobranded car shunted his FDJ team car from behind as it stopped to give him mechanical aid, pushing it into his path.

Motos most necessary

Luke Edwardes-Evans, the motorcycle rider for photographer Graham Watson at this year's Vuelta a España, explains why the debate over motorbikes in races is far from clear-cut

If you had to do a health and safety assessment of a typical pro bike race, the list of hazards and potential mishaps would run to many dozens of pages. Yet the big bike races mostly run smoothly and without incident. I believe the reason for this is that the system works and that all the participants, from the riders themselves through to the roadside marshals, respect each other and do their jobs to the best of their ability.

The recent spate of crashes involving motorcycles and riders has focused attention on one of the most skilled aspects of working on a bike race. Team car drivers and motorcycles cover various vital roles and are the people whose job it is to get as close to the peloton as possible.

We have to be very good riders and drivers, with plenty of confidence — but not too much. We also rely on the trust of the pro cyclists who know that we have jobs to do.

Mutual respect

Too much confidence can result in mistakes. Poor riding skills could also be to blame. There are calls for tighter regulations, more training of the motorcycle riders and fewer motorcycles in races. I suspect this will prove too costly to implement. There are lots of motos on races but we all have jobs to do that can only be done on two wheels. How do you train a motorcyclist to ride past 190 cyclists doing 30mph?

Each incident needs to be looked at in isolation and action taken where necessary. The system of regulation on bike races needs to be tightened up to impose a sense of order and calm. A little bit more trust and respect from all parties would restore the delicate high-speed balancing act that is a big pro road race.



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Double win for time trial star

Snowdon Sports

er final preparations for the women's National 10-Mile Championship were disrupted by a family funeral, but Hayley Simmonds (Velosport) still stormed to victory in the title race — and then went on to record one of the fastest 25-mile times ever, in the Port Talbot Wheelers 25 the following day.

The 27-year-old clocked 22-14 to win the National 10 in Wiltshire on Saturday by 37 seconds from Mel Wasley (Epsom CC) while Kate McNeill (drag2zero.com) took third, 36 seconds back.

Simmonds was one of several riders who left the championship venue near Marlborough soon after finishing, heading over to Wales for the following day's Port Talbot Wheelers 25 on the fast R25/3l course near Rhigos. She clocked 50-32, which was just 31 seconds off Julia Shaw's competition record from 2011 and gave her victory on the day by 4-32 from Crystal Spearman (Nopinz).

Fast and focused

"I've not really had my mind on [this race], as I had a family funeral this week," said Simmonds, whose grandmother passed away the previous week. "It took a lot of concentration. The course was hilly but I don't mind that; I like a hilly course. I much prefer it to a dual carriageway."

It was the same one-two-three in the National 10 as in the National 25, but with Wasley and McNeill swapping places. Just below them, National Women's Road Series winner Nikki Juniper (Team Giordana Triton) displayed her versatility as she placed fourth with 23-09.

The Junior National 10-mile title went



to Gabriel Evans (London Dynamo) who won by 14 seconds to make up for the disappointment of placing second in the National 25.

"I was disappointed not to win the National 25 last month, so it's good to get back on top of it," he said. "It was really windy and there were parts where it was difficult to stay on the tri-bars, so the more experienced time triallists had an advantage there. It was a lumpy course which separated the men from the boys."

Junior National 25 winner James Garratt (Welland Valley CC) placed a disappointing 12th in the National 10. Second place behind Evans was Samuel Henning (Catford CC), while Mid-Devon CC's Matt Langworthy repeated his third place in the National 25, clocking 21-02 in the 10-mile title race.

Junior National Road Series winner Etienne Georgi (Giant CC-Halo Films) showed he is an adaptable rider, with fourth spot in 21-21.

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Draper eyes up US World Champs

Junior likes Richmond parcours

Chris Marshall-Bell

athan Draper, the winner of last month's Junior Tour of Wales, is hoping to continue his good form with selection for the Junior Men's Road Race World Championships in America later this month.

The RST RT rider, 18, won the acclaimed five-stage event held over the August Bank Holiday weekend by 1.72 seconds from Max Williamson (Bike Box Alan-Envelopemaster), in what was the race's closest ever finish out of its 35 editions.

And while Lucy Garner and Nicole Cooke won two junior women's road titles each, Draper hopes an expectation-free environment could see him become the first British teen to triumph in the junior men's event.

"I've had a look at the course but I don't want to jinx it," the Manxman told *Cycling Weekly*. "If I get the chance [to ride the Worlds], I'll thrive on it.

"There's no pressure on me so I'd go to the Worlds to enjoy it and mix it up. I'd love to say that I had an attack or a dig at the Worlds as a junior."

Only three British riders from a shortlist of six can ride in the junior men's event in Richmond, Virginia, on September 26; it is feasible that the GB squad could consist of the entire RST team: Draper, Joey Walker and Joe Fry.

Their coach, 1991 Milk Race winner Chris Walker, believes the trio are in great form ahead of the Worlds.

He said: "All three of them have come into form at the right time. They've got to keep that going into the Worlds. The course [in Richmond] suits all of them so they'll be in the mix."





"During my racing career, if I was the one dishing out the pain even though I was hurting — the time seemed to go quickly"

hile spending an awful lot of time driving with my kids last week, I was reminded of just what it was like taking a right good kicking as a bike rider. During those hard moments in my racing career, if I was the one dishing out the pain — even though I was hurting — the time seemed to go by pretty quickly.

As an athlete, I could revel in my own pain, as I was in control of it. But when the tables were turned, well, things were completely different. To be the one riding in the gutter, struggling to hang on to the wheels in front while up ahead someone else was dishing it out; now, that was miserable. The fact their legs were burning as much as mine was of no consolation. They had a purpose during that moment, and they too no doubt enjoyed their time in the driving seat.

Control your own destiny

You may well be wondering what on Earth spending time in a car with my family has got to do with suffering during bike races. Well, I can tell you this much: after three hours into a five-hour drive listening to what my kids call music, I was desperate just to stop and get out at the next service station. I counted 12 renditions of the same track, back to back, from some film called *Frozen*. By the time the boy bands had finished, I was practically on my knees. I had to do something. So in the final hour of our drive, I dug in deep and went for it.

Grabbing one of my CDs from the glove-box, I slid it into the stereo and cranked up the volume. The shoe was now well and truly on the other foot: I was flying! From one moment, wanting to abandon, I was now the one up front in control. Yes, I was tired, but I could see in the rear-view mirror that so was everyone else.

So, ladies and gentlemen, if you ever find yourself halfwheeled out on the club run or getting ground-down during a race, hold your head up high, give yourself some purpose, and become the DJ of your own destiny.

Former double world track champion Rob Hayles is a pundit for TV and radio. He's also a coffee connoisseur and garden shed inventor





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Extreme weather hits Alberta

Riders in the Tour of Alberta had to contend with torrential rain, near-freezing temperatures and dirt roads that gave way to mud during stage five of the Canadian race. The day's stage winner Lasse-Norman Hansen (Cannondale-Garmin) was awarded the win two kilometres from the finish line because breakaway rider Sven Erik Bystrøm (Katusha) and the chasing peloton had all taken a wrong turn. Bauke Mollema (Trek Factory Racing) won the race overall, six seconds ahead of Britain's Adam Yates (Orica-GreenEdge). Elsewhere, Briton Dan McLay (Bretagne-Séché Environnement) finished sixth at the Brussels Cycling Classic on Saturday, and Lisa Brennauer (Velocio-SRAM) won the six-stage Boels Rental Ladies Tour. The German won the individual time trial and stage five's uphill finish.



Bottrill's quick-fix success

Problems with airline KLM did not stop Matt Bottrill from finishing on the podium at the UCI World Cycling Tour Time Trial Championships in Hobro, Denmark, last Thursday. Bottrill placed second in the men's 35-39 category in the event, a world championship for amateur riders, even though his bike had its rear derailleur snapped off and its disc wheels were damaged in transit. After a last-minute fix from local Giant dealers, his time of 24-17 for the 18.6km course was the third fastest across all categories. Bottrill was one of seven Brits to claim medals in the event. Meanwhile, Rachel Atherton won the elite women's downhill title at the UCI mtb World Championships in Andorra on Sunday for the third time. Defending champion Manon Carpenter finished second.

Sabotage attempt at Marlow sportive

Dozens of riders at the Marlow Red Kite Ride were forced off the road with punctures last Sunday after roads near the villages of Oakley and Brill, in Oxfordshire, were scattered with drawing pins. Organisers acted swiftly to remove the pins and none of the 700 riders was injured as a result. Event director Steve Tolmic said: "It's incredibly disappointing that a narrow-minded individual has attempted to spoil the day for a large group of people."

To do this week...



Birmingham Bike Fest, Eastside City Park, September 13

This free event offers something for all the family, from a one-mile, closed-road circuit around Britain's second city, to displays on its Big Air and Action Sports Tour stands. The latter will include performances by three-time world trials champion Ben Savage. www.birminghambikefest.com

Race

Brighton VeloCity Crits, September 12

Centred around Brighton's seafront — and where the Wincanton Classic used to finish — this day of circuit racing features races for men and women of all ages. There's also a unicycle fancy dress competition in honour of what organiser John Powell describes as the "unique Brighton flair". Online entries have closed, but riders can sign up on the day for £30. po.st/BrightonVeloCity



BBC BeSpoke podcast

The monthly BBC 5 Live programme has returned after its post-Tour de France break, and is available to download as a commuting-friendly podcast. Dan Martin and rider agent Andrew McQuaid talking about rider transfers are the highlight of this month's show. po.st/BeSpoke



Wiggle Dragon Ride, places available from September 14

Places for this famed sportive, including a 302km Dragon Devil route that ascends over 3,800m, go on sale at 9am on Monday. But be warned: they usually sell out in less than 24 hours. Next year's edition — which also includes routes of 100, 153 and 226km through the beautiful landscape of the Brecon Beacons and South Wales — takes place on June 5.

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Dan Gardner, 19

Astellas Cycling, Milwaukee, United States

Where are you? I'm in Milwaukee, which is super because there's always a small group out riding. We have a great support network of coaches and it's like one big cycling family.

How's the racing? There are big differences in the racing from state to state. We've raced on the mountain passes in Canada and city centre crits at night. How's the form? My best form has been in the mountains; terrain I'm more suited to. Crit racing is a totally different skill set - it's cut-throat racing. It's huge in America. I want to take everything in and learn from it and develop in every performance. What have you learnt? The rule is to take or leave something in each state you visit. I've visited 20 out of the 50 states thus far. My leaving presents have been left in various American toilets and we've picked up lots of racing memorabilia such as billboards.

How's life? I can only describe it as studying to be a bike rider in the US. It's a dream.

What would you rather forget? On my first weekend in the US I got stranded in New York City at night. I had to find food, somewhere to sleep — I also had my bike with me — it was chaos. I racked up a huge phone bill of £100 in two days as I didn't have a US number

at that point.

What's next? The
Reading 120 Classic [a
UCI-ranked one-day
event] is an aim this
weekend and then we
head to Richmond for
the World Championships, as
all US teams
can ride in
the team time
trial. Then I'll
head back to
the UK, but will



Innovations in domestic time trialling

Chris Hovenden

ull-length socks, aerodynamic trip strips and a bike costing less than £1,000 — the National 10-mile time trial on August 30 may have heralded the arrival of a new wave of affordable aerodynamic modifications in domestic time trialling.

The winner Richard Bussell rode to victory on a bike built mostly of second hand parts and costing just £965. £50 of this was spent adding textured paint to the frame, designed to trip the airflow around it and reduce drag..

Matt Bottrill finished third wearing Drag2Zero-branded aero socks, but the most prevalent brand was the Nopinz Trip-Sockz as worn by Bussell and runner-up Matt Clinton.

Trip-Sockz are light compression socks with integrated Aero Trips Strips (ATS), simple fabric strips designed to trip the airflow around the calves. The claimed saving of up to five watts could equate to around seven seconds over a 10-mile time trial.

Socking it to them

A reason for the perceived sudden increase in the use of ATS technology could be simply that Trip-Sockz are far more visible. Joe Beer of Nopinz said: "The custom-coloured Trip-Sockz have been very popular. The bright colours might be what has made people take particular notice."

Aerodynamics expert Xavier Disley of AeroCoach Ltd, who manufacturers the adhesive ATS, added that riders' understanding of aerodynamics is improving.

"People are starting to realise that legs cause a lot of drag; therefore, making them as aerodynamic as possible is advantageous," he said.

New champion Bussell concluded: "Generally, I prefer the adhesive strips, as I like having my legs bare — although the Trip-Sockz are simple to slip on and make it easier to position the strips correctly."

hopefully to

next season.

return to the US





Cycling is a sport played out against varied and often stunning backgrounds, but some places are special.

They stand out within the sport; not because they look incredible, although many do, but because of the races that have passed over them. And because of the part they have played in those races.

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Henderson heads back to the hills

Five-time champ geared up for a comeback

Chris Marshall-Bell

ive-time national hill-climb champion
Jim Henderson may consider racing in
next month's championships, six years
after his last appearance in the event.

The Southport CC rider stepped back from racing after the 2009 championships, in which he finished third, but a combination of daily commutes totalling 20 miles each way, club time trials and road races have rekindled his affinity for steep gradients.

The 42-year-old competed in the Beacon Wheelers-promoted Great Dun Fell hill-climb in late August, topping the veteran's category in the CTT season opener.

"The programme I was living every October was heavy and I was worn out," Henderson recalled of his schedule before his break.

"Every day I was either training, setting the bike up, thinking of training or racing. The kids were little and by the end of each October I was fed up. I said never again. I'd had enough.

"I had three years away from cycling but the kids are getting older now and I'm enjoying the bike again."

Providing he demonstrates form in the road races in which he's competing this month, Henderson will "give some hill-climbs a go".

However, he will not ride the Nationals at Jackson Bridge, near Holmfirth — where he has won six hill-climbs in the past — if there isn't a chance he can return to his pre-eminence.

"The Nationals are a possibility but I have to test myself on climbs I've done before and see how I compare," he added.

"If I'm riding them at 90 per cent of my previous times I won't get in the top-five. I don't see the appeal in turning up to ride just because it's the Nationals."

Era of domination

Darryl Webster, Chris Boardman, Stuart Dangerfield and Henderson reigned over the discipline between 1983 and 2003, taking 18 of the 21 titles on offer between them, but in the last 11 years there have been nine different winners of the men's event.

"Hill-climbing is in a good period," Henderson said. "It was good for myself to dominate but it didn't do the sport any favours, as it's like 'oh, he'll turn up and just ride and win it again'."

And proving that he still possesses the competitive instinct, he recounted: "I rode up Bealach na Bà four times on holiday recently and was seven seconds off the Strava KoM.

"I was gutted. I could have saved weight if I wasn't riding with two water bottles."

Bolsover hill-climb lights up

The second edition of a unique floodlit evening hill-climb in Derbyshire is expecting upward of 100 entrants for this year's race.

Racing under darkened skies, competitors in Bolsover and District CC's hill-climb (September 20) will be assisted by 12 LED Right-Light battery floodlights.

The 650-metre climb which has a nine per cent average gradient, uses the exit road of the National Trust Hardwick Hall estate, in Chesterfield. The current course record is 1-31 set by Danny Featherstone of the organising club.

Unique atmosphere

"Because it's an exit road we have to wait until the estate is closed," B&DCC secretary Steve Crapper said of the upcoming event. "The light could have been a problem but now it's a big opportunity to be different.

"Last year was our first attempt at floodlighting the course, but the four dieselengine stadium lights we hired didn't have brakes so they could have rolled down the hill.

"We put a call out and got a dozen cars with their headlights to line the course. It was really atmospheric and everyone was saying 'can you do it again next year?'" Crapper continued.

Online entries cost £8 and close this Sunday (September 13) via po.st/FloodlitHC. No entries are available on the day.



2015 LE TOUR DE FRANCE

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Cycling Exclusive

hris Froome, history maker.
At 7.37pm on July 26 2015, the
Team Sky rider became the
first British cyclist to win the
Tour de France for a second time.

His victory came after three weeks in which he was attacked from all angles: not just by the sport's biggest names on the gruelling terrain that separated Utrecht from Paris, but also a number of journalists and a handful of hostile spectators.

And while illness slowed him down in the Alps, a brilliant first week performance gave Froome the foundation that allowed him to wear the famed *maillot jaune* on the Champs-Elysées for the second time in three years.

It wasn't the only jersey Froome won – he became only the second Briton to claim the King of the Mountains title – and nor was the race solely about him.

Teammate Geraint Thomas emerged as a Grand Tour leader in his own right, with only the fatigue from his domestique duties denying him a place in the top five.

Colombian Nairo Quintana illuminated the final week in his ultimately unsuccessful quest to topple Froome, while the likes of the Wirral's Steve Cummings and French duo Romain Bardet and Thibaut Pinot produced stage-winning performances that will live long in the memory.









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THE BIG QUESTION

"What's the best piece of cycling advice you've been given, and by whom?"

When cornering, look at where you want to go and the bike will follow. Sound advice from a neighbour after I had broken my collarbone overcooking a bend on a fast descent.

Luke Alexander-Dent

When a co-worker — an experienced cyclist - heard I was starting to take a real interest in road cycling he told me to "stay vertical and have fun" and I've been doing it ever since.

Mark Lassler

Geraint Thomas came to Maindy Flyers (his first club as a schoolboy) recently to meet and talk to the youngsters, including my daughter. He was asked how many races he had won. He replied that he didn't know but that he had lost far, far more than he had won.

I thought that was a brilliant answer, which avoided giving the kids a figure to which they might (negatively) compare their own records, as well as being an entirely appropriate message about expectation management.

Gideon Brough

Ride your own race. Do not compete with anyone other than yourself. My old cycling buddy Baz.

Justin McCrann

Concentrate, be aware, train, eat well and go get 'em Tiger. Beryl Burton to me after having thrashed me totally in a 25-mile time trial.

Alan Jones

On getting over my fear of riding on the road/ crashes... There are two kinds of rider: ones that have been down and those that

are going down. Learning to accept the inevitability actually made me a better rider.

Juliet McGraw

David Thorley, a good friend who rode semi-pro in his teens but is sadly no longer with us said: "Pedal hard and just keep clicking a gear until your legs slow!" It's in my head to this day during time trial events.

Daniel Bates

When hill climbing, and your legs are burning say to yourself, "Shut up legs, I tell you what to do!" Originally said by Jens Voigt. My eight-year-old daughter said this aloud on a 12 per cent climb vesterday and I loved the determination this quote gave to keep going to the top.

David Moran

"You only have to be on the front for a yard to win the race, lad." Keith Boardman (Chris's dad).

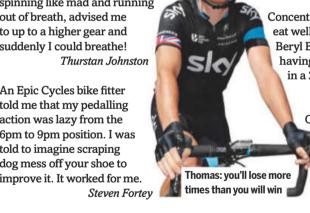
Barry Jones

Next week's big question...

What tips would you give someone to encourage them to cycle to work? Reply to us at cycling@timeinc.com or at www.facebook.com/CyclingWeekly



An Epic Cycles bike fitter told me that my pedalling action was lazy from the 6pm to 9pm position. I was told to imagine scraping dog mess off your shoe to improve it. It worked for me.



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Letters

Letter of the week wins a Lazer 02 helmet worth £69.99



The best medicine

LETTER

I was diagnosed with untreatable prostate cancer almost four years ago. I decided positivity was the

best answer and bought myself a bike to get and keep fit. This was great therapy physically as well as mentally.

I was initially placed on hormone replacement therapy and 18 months later I was offered radical radiotherapy treatment at our amazing cancer unit at Musgrove Park Hospital in Taunton, Somerset. Being physically fit from cycling, I got through this with few side effects, managing to keep riding during treatment but at a reduced level.

Whilst having my treatment I vowed I would ride up Mont Ventoux. This was something I wanted to try but was unable to do when first diagnosed, as I was just too unfit. However, 12 months after treatment I did it and, wow, what a great feeling that was. The toughest thing I have ever done but the feeling of achievement was massive. I am now off any treatment and in remission.

I would say to all men of a 'certain age' (50 and over) to get your PSA checked

on an annual basis. I was foolish enough (too busy with other things in life) to disregard early symptoms and nearly paid the ultimate price. It's such a simple test and could save your life.

Simon Godden, email

End of an era

I share Peter Tuck's sadness (August 27) at the ending of Meadowbank Track League. steel rims and heavy, wired-on tyres. I once found that too much pressure in these tyres blew the tyre off the rim. That caused panic in the bunch. I last rode whilst training for the 2013 Masters Track World Championships and just before being knocked off my bike by an errant motorist.

When I got out of hospital six months later I was told that I would never ride a bike again. Although I have disproved that to some extent, I think my track racing davs are over.

Like Peter, I used to wonder what to do on Tuesday nights if the track league was off, usually because of rain. We always wished Meadowbank had a roof, so I can see how Glasgow velodrome has changed track racing in Scotland.

As a previous winner of the Meadowbank Track League, I would like to add my thanks to all the officials and helpers who gave their time to the league over the years.

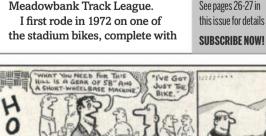
Andy Laing, email

Disappointing Dragon

How sorry I feel for the multi-millionaire

Peter Jones. He told us on Dragons' Den on August 30 that he lives in the country where he finds cyclists to be a nuisance. No doubt they get in his way when he wants to drive one of his impressive collection of luxury and sports cars to the golf club. Well Peter, I will not be investing any more of my meagre wage in your retail enterprises; I don't like your stupid opinion and for that reason you are out!

Gary Wright, email





Johnny Helms was Cycling Weekly's resident cartoonist from February 1946 until November 2009.

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New kit for 2016

As the biggest trade show for the cycling industry, Eurobike is brimming with brands launching their new products and showcasing the latest in innovation. *CW* went to Germany to find the best new tech on display

Words: Henry Robertshaw Photos: Chris Catchpole



Brooks C13 carbon saddle

The C13 is the latest and lightest addition to Brooks's successful Cambium saddle range. The C13 has a carbon frame said to weigh 60g, which when combined with the flexible vulcanized natural rubber top gives the saddle a competitive claimed weight of 259g.

Contact www.brooksengland.com Price tbc



Tacx Neo Smart turbo-trainer

A turbo-trainer for £1,200? That's a lot of money in anyone's book, but this new Tacx turbo goes some way to justifying the cost with the fact that it is incredibly quiet and can simulate up to a 20 per cent gradient.

Contact www.fisheroutdoor.co.uk Price £1,200



Rotor Uno groupset

While SRAM has gone wireless, Rotor has gone hydraulic with its first ever groupset. Called Uno, the system promises no loss of shift efficiency and minimal need for maintenance compared to its competitors.

Contact www.rotorbike.com
Price the



Edco 3AX pedals

The new 3AX pedals (pronounced 'try-ax') claim to improve pedalling efficiency by up to 5.47 per cent.

They are also said to reduce the likelihood of injury through better aligning your knees and reducing sideways movement by 17 per cent.

Contact www.ecdo.ch

Price tbc



Fizik R1B Uomo shoes

For high-performance race shoes, comfort is often an afterthought. Fizik claims this is not the case with its new R1B Uomo, where no compromises were made in obtaining the best fit, power transfer and aerodynamics.

Contact www.extrauk.co.uk Price £285



De Rosa SK Pininfarina

ith thousands of bikes to choose from, it really takes something special to catch your eye when wandering through the Eurobike halls. Something for example like this: the De Rosa SK Pininfarina.

A collaboration between De Rosa and the car design company Pininfarina, this bike is typically Italian in its objectives. It is not designed to save you X number of watts or be so many grams lighter than its competitor, and is instead described as "the perfect synthesis of style and performance".

The sleek frame has everything you'd expect

from an aerodynamic bike. A cutaway allows the seat tube to sit close to the back wheel, the cables are all internally routed, and the tapered head tube creates a very slender front profile.

The aerodynamic frame comes matched with aero kit. Special edition Vision Metron 81 wheels come with decals that match the colour of the frame, and will be supplied with every production model,



while integrated FSA Plasma bars have a flattened top for reduced drag, and, just as importantly, beautiful flowing lines that fit well with the stunning frame.

Such a thoroughbred Italian bike deserves nothing less than top-end Campagnolo components, and that's exactly what De Rosa has done. In fact, the Milan-based brand has stuck to the very top of the Campag range, with only Super Record and Super Record EPS being available on the new model.

There's no news on pricing or availability, although with the range of builds on offer, we can't imagine they're going to be cheap.

AX-Lightness VIAL evo ULTRA



ow light is too light? Not
4.4kg according to German
lightweight carbon specialist
AX-Lightness, which has unleashed
the VIAL evo ULTRA — the lightest
production road bike the world has seen.

At its heart is a super-lightweight frame that has been designed with little but weight in mind. Less resin has been used than on most frames, creating a frame that weighs a claimed 660g for a size small. The THM Scapula CT-X fork adds an additional 265g to create a frameset that weighs only 925g.

But even with those foundations, AX-Lightness has still had to work hard to hit that 4.4kg weight. This means it comes with a SRAM Red drivetrain, the lightest on the market, combined with Praxis Zayante chainrings and a crankset from fellow German lightweight specialist THM-Carbones.

The rest of the bike is all made up of in-house kit from AX-Lightness. The stars of the show are probably the wheels. These U24T tubulars weigh in



at less than 800g for the pair, with each rim topping only 200g, for a very low rotating mass. The Rigid 6 stem and AX 4200 Ergo bars are the only break from the lightweight theme, with both being beefed up to make for a stiffer front end and a rider weight limit of 100kg.

Of course, all this does not come cheap. Although UK prices have yet to be set, the German price is a pretty eye-watering €15,000, equivalent to just over £11,000.







Canyon Smart bike computer

Coming with a custom mount that seamlessly blends into Canyon bars, these new computers connect to your phone, with apps to reply to WhatsApp messages and listen to music.

Contact www.canyon.com Price €200/€220



Mavic Front shoes

Designed specifically for winter use, these new shoes/boots have a Gore-Tex membrane and water-resistant zip designed to keep your feet warm and dry during the worst weather conditions. The closure system is Mavic's Ergo Dials designed for quick and precise adjustment.

Contact www.mavic.co.uk

Price £140

DMT R1 shoes

DMT has released a new top-end R1 shoe. This features two Boa closures, an anatomic tongue and foam cushioning for foot comfort. All this comes on top of a new aerated carbon sole. The R1 comes in orange, white or yellow.

Contact www.paligap.cc Price £220



Primal clothing

Primal's jerseys have gone vibrant with a range of super-bright colours and designs for men and women that will certainly get you noticed. Under the colours, there's the usual Primal technical cut and fabrics along with quality finishing.

Contact www.primaleurope.com Price jerseys from £35



David Millar Chapter 3

Described as professional cycling clothing inspired by classic tailoring, David Millar's new clothing includes subtle design features and touches to heighten both fashion and function. Although made by Castelli, the garments feature minimal logos and branding.

Contact www.mrporter.com Pricing tbc







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PLACED NIK TO GO!

SRAM Red wireless finally released



he star of Eurobike was undoubtedly the SRAM Red eTap wireless groupset. It has been tested in the pro peloton for well over a year, so it was with much anticipation that we finally got to see the finished product in detail.

As well as the lack of wires, what sets SRAM Red eTap apart from the other electronic shifting systems, Shimano Di2 and Campagnolo EPS?

The first thing is that removing the wires should make the system more reliable, as SRAM product manager Brad Menna explained to *Cycling Weekly*: "When you have a wired system, any hardware malfunction, such as a wire coming out, will cause the system to go down," he said. "But with our system the signal will always get through."

There's also the fact that unlike Shimano Di2 and Campagnolo EPS, SRAM Red eTap features a complete reworking of shifting systems. Gone is DoubleTap, and replacing it is a system where you use the right lever to shift up, the left lever to shift down, and both to shift the front derailleur.

According to Menna this is simpler and more intuitive. "We're asking the rider to manage just two buttons instead of four, so regardless of hand size or position you'll always know that your right hand is moving the derailleur one way, and your left hand moving it the other way," he said.

On top of this, the lack of wires should free up frame designers from having to build cable routing into bikes, and we're told that several bike manufacturers are already working towards this.









Strava addicts London and South-East

As Strava helps more and more riders find their competitive edge, CW meets some of the South-East's most-crowned segment monarchs

Words: Micky McMahon Photos: Chris Catchpole

fter the sun and spectacle that accompanied last year's Yorkshire Grand Départ, the final drizzly run-in to London on stage three was always going to struggle to match the previous two days for grandeur. For the outsider looking in, it may have appeared that the Great British bike boom was something of a northern affair that barely stretched to the capital.

Those who ride regularly in London and the surrounding areas know that this is far from the truth. Indeed, one need only upload a five-kilometre commute into the city to see that the number of people using Strava, and the number of segments, serve as proof that the city boasts some of the most 'competitive' riding in the world. Here, we profile some of London's most prolific Strava users.



Melanie WasleyEast London



Melanie Wasley joined Strava three years ago after purchasing a road bike. She says the initial appeal lay in the social aspect of the app.

"I live in East London but ride with a club called

Blackline London, who are based in the South-West [Wasley also races for Epsom CC]. When exploring segments you are often visiting somewhere new, or somewhere you might not otherwise visit. You end up exploring more segments and you get a greater sense of how you stack up against other people. I became aware of Maryka [also featured] via Strava.

We sort of knew each other through our performances before we'd ever met!"

Most Strava users are familiar with the concept of giving 'kudos' — a way of congratulating another user. You can even upload a photo or leave a comment covering a notable aspect of a ride. It may sound a bit like Facebook for cycling, but Wasley believes the effects are largely positive.

"I think the fact that you can give kudos and general encouragement is a really positive thing. I've connected with other cyclists I hadn't known previously simply through exchanging kudos and comments on each other's rides.

"I also use Instagram a lot, and having a feature that allows you to upload photos from a ride is great. It gives the ride a bit more character than simply the numbers you did. "I also enjoy the challenges Strava sets. I think Rapha Rising was the first one I did. I realised how hard it can be to get the climbing done in the number of days for the challenge, but I completed it and have continued to try the other challenges that are set."

www.strava.com/athletes/319543

YEAR-TO-DATE

Distance 6,192.15miles Time 376hr 39min Elevation gain 122,831m Rides 116



Jon Hughes Godalming

217 KoMs

While the long, flat segments are prone to being hijacked by chaingangs, the uphill tests are generally seen as the true tests of individual effort, as climbing specialist John Hughes points out.

"I knew I was a reasonable climber from riding with others and from a few sportives I'd done, but Strava offered a degree of objectivity — and who doesn't like a bit of competition?

"The way I use the site has changed quite a bit as my own approach to training and racing has changed. For a year or so, I used it primarily as a way to compare myself to others on climbs, the steeper the better. Friendly competition with local riders, whether you've met them in person or not, is still half the fun of Strava.

"Over the last couple of years, I've become more focused on time trials and especially the autumn hill-climbs. Strava has become one of the ways I monitor training; very few of my rides are now about attacking a specific KOM, but I will often incorporate maximum efforts on known segments almost as a form of interval training in the run-up to a big competition, such as the Bec CC Hill-Climb in October — which is one of my favourite events.

"Although I know I have quite a lot of KOMs, I'm pretty relaxed about them and will rarely go out and specifically try to reclaim one if it gets beaten — at least not straight away. That said, living in the Surrey Hills, there is a lot of competition, and there are a few segments, such as Whitedown Lane, where I'd love to steal a KOM.

"Overall, my advice would be not to take it too seriously. Think about using Strava to monitor overall fitness and strength and, if you haven't already, to set goals that go beyond Strava — sportives, TTs or races, or riding with a club. There's only so much satisfaction you can get from a 'virtual' achievement."

www.strava.com/athletes/272355

YEAR-TO-DATE
Distance 5,370.5miles
Time 307hr 57min
Elevation gain 79,846m
Rides 264

Richard Cope High Wycombe



In 2012, after 20 years of smoking, and with the determination to get fit, Richard Cope bought his first road bike. Three months later he joined Strava, and what had begun as a plan to start regular gentle exercise quickly developed into an obsession.

"If I ride through a segment for the first time and rank well in it, I might make a mental note of it and have a crack at it next time I'm on that road. I have got involved in a few little friendly 'battles' with friends and other local club riders where the KOM has changed hands a few times.

"Favourable wind conditions and the occasional lucky slipstream obviously can help, and sometimes enable the bar to be raised considerably when a segment is strategically attacked!

"I have used short sprint and easy gradient climbing segments as good interval training with some success. You know about it when you've put out 700 watts over a two-minute segment! Repeating a segment and improving on a time has kept me interested in getting faster and fitter. Getting 'results' on Strava is definitely motivational."

Cope reiterates the importance of separating oneself from the numbers on your bike computer from time to time.

"Ride with your Garmin in your back pocket sometimes. Enjoy your time on the bike, out in the fresh air. Listen to your body, eat and sleep well, rest and recover. Don't take unnecessary risks for any segment; there's nothing to win, and nobody is going to give you a medal for any of it."

www.straya.com/athletes/1254734

YEAR-TO-DATE

Distance 4,556.0miles Time 246hr 16min Elevation gain 61,037.1m Rides 140

Maryka Sennema Kingston Upon Thames



Regular Strava users will be aware of a few notable professional cyclists who use the app. The likes of Michal Kwiatkowski, Taylor Phinney and Alex Dowsett are regularly uploading rides for other users to gawp at. While their training numbers are recorded and logged by team staff and personal coaches, the rest of us must record and

analyse our own data, which, as Maryka Sennema explains, means dispensing with the old log-book.

"I first started using Strava in late 2010; a few months later, I joined the premium service. I used it to replace my own method of testing my progress in training on climbs and various loops. Creating and comparing the same segments was much easier than keeping track manually in my logbook.

"With more racers uploading their rides, I now use it for things like Flyby, which can show how a race developed, or to compare TT course segments to see how people paced it.

"I don't tend to chase QOMs, as I know how dependent the leaderboards are on factors like group riding or wind speed and direction, or Garmin Smart Recording and phone signal for very short segments. The one exception to this are climbs [which are] more reflective of real fitness and ability — and I like climbing!"

The impact of having hundreds, or in London's case thousands, of users vying over top spots on certain hotly contested segments is that speeds and times are constantly being bettered. As Sennema points out, this kind of competition is not always positive:

"One thing Strava has done to ordinary cycling is made it very speed-obsessed, which isn't ideal, both from a safety and performance point of view.

"It has made quite a few people take their riding more seriously. For better or worse, people can get carried away with chasing QOMs or racking up miles to be at the top of a club leaderboard.

"While I do believe that chasing QOMs and the whole Strava thing is a good bit of fun, I just can't take them too seriously from a competition point of view."

It's just as well, then, that Sennema has proved her credentials on the race circuit too. She's a double national hill-climb champion. www.strava.com/athletes/8309

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Lucy ManningDulwich

Lucy Manning was introduced to Strava by her boyfriend when she began training with him. The way that users engage with the app tends to change over time, she believes.

"At first, all the stats were pretty overwhelming. My previous bike

computer measured my speed and that was about it.

"How I use Strava now is definitely [very] different from back then. Since I began racing, last year, things became a little more serious than just building a profile. Now there is more emphasis on improving on past performances and increasing fitness. I use the fitness and freshness function quite a lot for this.

"It also changes day to day, depending

on what I am doing. For instance, if it's the middle of winter, I would be more interested in my own stats, such as mileage and intensity. Mid-race season, I would be looking more at other people's profiles to take note of my competition."

One common criticism often directed at Strava is that users become consumed by recording mileage and analysing data, and move away from riding simply for pleasure, a trap



Manning is keen to avoid. "When I forgot to start my Garmin at the bottom of Alpe d'Huez, I just carried on climbing rather than starting again just so I could get the full segment on Strava. For me, it is more about the experience than chasing achievements, but if I pick up a few QOMs on my travels, then that's an added bonus.

"I don't think I would be alone among cyclists in saying I am constantly looking

at the weather. That being said, the only thing I would add to Strava is a weather function, perhaps something like that which Weather Bagel offers.

"If someone steals my QOM, I wouldn't actively go out and try to beat their time. As a general rule, when I am racing or even out on a training ride, I will give it everything I have, so if someone is faster than me, it is genuinely well deserved!" www.strava.com/athletes/250670

YEAR-TO-DATE

Distance 4,617.9miles Time 382hr 41min Elevation gain 88,627.9m Rides 165



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A very new Cycling Active magazine On sale now.





TECH

Should we be wearing longer shorts?

To some they're just another fashion trend, but longer shorts can also provide an aero advantage, as *Oliver Bridgewood* finds out

ong cycling shorts that end just above the knee are a fairly recent development within professional cycling and are in stark stylistic contrast to the shorts worn by the likes of Jacques Anquetil, Fausto Coppi and Eddy Merckx. Look at photos from days gone by and you will see the likes of Merckx powering up climbs, his quad muscles rippling in shorts that we would now look upon as hot pants.

This, however, was a different time, a time when riders would churn up horscatégorie climbs in the 42-23 gear. Shorts were always black, with a logo printed on them, and the chances are they came in just a few different sizes. Not that it mattered, back then riders would never have their clothing choice questioned.

Perhaps the most well known advocate of longer length is Sir Bradley Wiggins, a rider known for his appreciation of style and fashion. This prompts the question, are longer shorts really just a knee jerk fashion reaction to the tradition and conformity of regular length shorts? For Wiggins, perhaps some of the appeal does lie here, but aerodynamic experts would argue there is a benefit.

Aero benefit

This year Alex Dowsett broke the UCI Hour record wearing a custom-made skinsuit with the leg material cut to stop just above the knee. The longer short (as part of a skinsuit) has also been keenly embraced by domestic time triallists such as Michael Hutchinson and Matt Bottrill.

As the current 50-mile national time trial champion, Bottrill wears skinsuits with longer shorts designed by Endura in collaboration with engineer Simon Smart. "I just prefer them longer," says Bottrill. "And it's been proven that the material of the skinsuits is faster [through the air] than skin. That's the reason I love working with Simon Smart and Endura, they look at trying to



find every marginal gain possible."

But how much can be saved by wearing longer shorts? Smart explains: "It is hard to put a number on it as it varies for each person and there are lots of variables, but as a general rule of thumb we see a couple of watts saved."

In a cycling world driven by marginal gains, a couple of watts saved in a time





Jim McFarlane

Endura managing director

"Skin is skin and beyond shaving it, or choosing not to, there is little you can

do to make it more aero. Shorts allow for any number of surface textures and even transformations of surface texture from one area to another, allowing more scope to manage airflow and improve aerodynamics. It follows the longer the shorts, and the higher the overshoes, the greater the opportunity to exploit those options."





Jessie Walker

Professional rider for the Servetto Footon Team

"I think there are different acceptable

lengths for men and women. I think men should have longer shorts but not to the extreme of Wiggins, as I don't like shorts being too long. Why have muscly legs and not show them off? Plus, lower cycling tan lines look terrible, especially on girls wearing dresses."



trial could be crucial. So are there any downsides to longer shorts?

"You have to be careful not to go too long," explains Smart. "If shorts are too long they can flap about and be detrimental in the pedal stroke. You don't want to go too far. There is a fine line and what works for one person may not work for another."

Tan lines are another potential downside. While seen as a badge of honour among some cyclists, two-tone knees look a little strange, especially when wearing shorts off the bike.

So what do the next generation of professional cyclists think? Arguably, the continuation of the trend will depend on their take. James Shaw, an up and coming star of the Lotto-Soudal U23 team says, "I think they are more suited to tall skinny riders such as Wiggins

and to be honest he can do what he likes because he is Sir Bradley.

"I'm totally committed to the traditional cycling short length. You can't really go wrong with traditional, it's a bit like a Sunday roast: if you say you don't like it you're only kidding yourself."

Cycling trends come and go, whether it is black socks or oval chainrings. Some stick around and the longer length short may do just that. While its fashion appeal may wane, the aerodynamic benefit could mean we see continued use among time trial specialists for the foreseeable future.

HOT STUFF

CyclingCeramic jockey wheels

These CyclingCeramic jockey wheels are very lightweight and minimise friction through smooth rolling, high quality ceramic bearings. Available in red or black and are also Campagnolo, SRAM or Shimano specific. £95 www.cyclingceramic.fr **Report: October**



Bolle 6th Sense glasses

As worn by the latest Colombian climbing sensation Esteban Chavez. the Bolle 6th Sense glasses are also the choice of the Orica-GreenEdge and Ag2r La Mondiale pro teams. Available in multiple colour options our test pair feature light-reactive modulator lenses. £139 www.bushnell.com **Report: October**



Kask Bambino Pro

The time trial helmet made famous by Team Sky has been updated. The **Bambino Pro now features redesigned** visor magnets that are located in small

lugs which secure the visors in position with a firm click. The old Velcro rear strap has also been replaced by Kask's OctoLink retention system, £299 www.velobrands.co.uk



DT-Swiss RRC 65 Dicut Tubular £2.049.99

We first spotted prototypes of these wheels being tested by IAM Cycling at the Giro. The updated Dicuts feature wider rims, to accommodate bigger tyres and a U-shape profile that DT Swiss claims provides a significant improvement in crosswind stability over the previous version. Having raced on this tubular, the reduced drag over a shallow rim is noticeable and the pickup when accelerating is excellent. This is in part down to the sublime hubs, ceramic bearings and relatively low weight for such a deep wheel. They are extremely stiff and ideal for criteriums. I have tested them with Schwalbe One 26mm tubs. which sit really well. Downside? Price. Wheels of this quality don't



Selev HD sunglasses £85

come cheap. *Oliver Bridgewood* **1,410g www.hotlines-uk.com**

These sunnies are clearly from the 'larger is better school' espoused by POC. The single lens is mirrored and wraps around the face, which makes for great peripheral vision, but did result in some misting once I stopped. This cleared quickly though, thanks to the generous venting on the top and bottom edges of the lens and the significant airflow from these could be felt once back in motion. The lens is not photochromic but has a gradient of shading, being darker at the top than at the bottom. This was great in full sun on open roads, but when it was cloudy and under trees made it difficult to pick out road imperfections far enough ahead for confident riding. *Paul Norman*





POC Cerebel Raceday £280

Product of the week

POC has constructed some pretty divisive designs, such as the Octal road helmet worn by Cannondale-Garmin. On the flip side is this, POC's latest time trial helmet the Cerebel. The compact design means it should suit a

wider range of riders and their different riding positions. At the rear, POC has used a soft moulded EVA material covered in an aerodynamic fabric so it's built for both comfort and speed. What sets it apart for British time triallists is it comes with two lenses: a Zeiss one for bright sunlight; and a yellow lens for dull conditions. It also comes with a hard case. Stuart Clapp 380g (M) www.2pure.co.uk



Biemme seamless mesh sleeveless base layer £25

The fabric used for this string vest-style base layer is quite thick, though the mesh is quite wide so there's plenty of ventilation. It's not as stretchy as some of its rivals but it fits well and there's enough length for when you are bent over on your bike. It wicks well and never feels sweaty or uncomfortable, while it has kept its snow-white colour through quite a few wash cycles. *Paul Norman*

90g www.creazzo.co.uk

Juice Lubes Dirt Juice Hero degreaser £11.99 This powerful degreaser breaks

down dirt to clean your drivetrain quickly and easily. I was able to clean five dirty drivetrains with one can, the combination of potent solution and strong propellant blasting the crud off. The only slight drawback I found was that the powerful propellant uses quite a lot of solution. Not all of it finds its way onto the part you want to clean, so it can be a little bit wasteful. Oliver Bridgewood

600ml www. velobrands. co.uk





LONG TERM TEST

Seven months later

Giro Empire SLX shoes £249.99

After seven months' intensive use, the Empires continue to perform well. The shoes have stretched slightly and adapted to my feet, increasing comfort. The toes have scuffed slightly, from kerbs and occasionally catching the front wheel, but the main outsole is in excellent condition thanks to an upper that wipes clean easily. The heel pads have plenty of life left, too. OB



Flymount S.1 £70

Buying a camera to film your rides can be pricey, but the Flymount S.1 is a much more affordable option. It's an iPhone case that straps to your helmet, which reflects light into your iPhone's lens so you can use it as a video camera. The straps are secure, and the Bluetooth remote to start and stop filming works very well and is easily stowed away. However, as the iPhone has to be on for the whole time, six minutes of



footage over an hour and a half ride drained my battery, and the video can be pretty shaky when you're riding over rough roads. Henry Robertshaw 163g www.findmea gift.co.uk

<u>7</u>



Le Col HC Collection jersey £150, shorts £180

Owned by Yanto Barker the HC Collection is Le Col's top tier line. It's not cheap, but the quality warrants the price. The jersey is made from Meryl fabric, has a full-length zip, three pockets and a reflective stripe. 'Gummy Lycra Shield' is used on the sleeves, and continues onto the shorts, with laser-cut straps and a high-quality chamois. Classic styling and modern functionality. *Stuart Clapp Jersey*

functionality. *Stuart Clapp* **Jersey 20g, shorts 18g www.lecol.net**

Can't live without

Vittoria Pitstop Magnum tub sealant £8.99

Anyone who rides tubs without a support car will appreciate the risk of a puncture. Vittoria Pit Stop sealant is awesome at sealing punctures in tubular tyres. Some holes will be too big and beyond its capabilities, but for most flats, it does a superb job. **OB**

www.chickencycles.co.uk



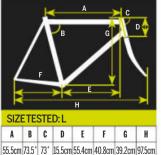


£3,999

Tested by: Henry Robertshaw | Miles ridden: 260 | Size tested: L | Weight: 7.6kg

ith a history dating back to 1906, Wilier is among the most venerable of the big Italian bike brands. Most of those 109 years have been dedicated to producing out-and-out race bikes, and

Wilier Co	ento1SR
Frame	8/10
Specification	9/10
Ride	8/10
Value	8/10
Distributor	www.atb-sales.co.uk
Frame	Wilier Cento1SR, full carbon monocoque
Fork	Full carbon
Size range	XS-2XL
Weight	7.6kg
Groupset	Campagnolo Chorus
Alterations	Test model with Campagnolo Shamal Mille wheels
Gear ratios	52/36t, 11-27t
Wheels	Campagnolo Eurus wheels (production model)
Tyres	Vittoria Open Pavé CG, 700x25c
Bar	FSA Energy
Stem	FSA Energy
Seatpost	Ritchey Carbon Custom aero
Saddle	San Marco Aspide



this is the latest version of the company's flagship Cento1SR.

Frame

Sitting between the brand's lightweight Zero7 and its aero Cento1Air, the Cento1SR has been pitched as an all-round race bike. However, that's not to say this bike hasn't been designed with aerodynamics in mind, too.

The gear cables enter the down tube on its upper side just behind the head tube, with barrel adjusters integrated into the design to make gear adjustment a little bit easier. The down tube then flows sleekly into the fork, something that Wilier claims increases front end stiffness by 14 per cent. It's a similar story at the rear, where the box-section chainstays are asymmetrically designed and the BB386 bottom bracket is almost ludicrously oversized - both attempts to increase stiffness.

It is a quite beautiful frame—the gently curving top tube flows elegantly into the seatstays and the Wilier logo on the down tube is surely one of the classiest around.

Specification

Although you can set out your own spec (and even give the frame a custom paintjob) through Wilier's Infinitamente online bike builder tool, this bike is pretty much an off-the-peg option. And the stunning Italian frame is

complemented by a stunning Italian groupset: Campagnolo Chorus. It might be the third tier in Campag's hierarchy but all things are relative, with faultless shifting and braking, great lever ergonomics and, of course, beautiful looks.

The model you'll be able to buy in the UK will come with Campagnolo Eurus wheels, although this test model comes with Shamal Mille wheels from the same company, which is a good match for the stiff frame.

Ride

The key message to get across here is that the Wilier Cento1SR is fast — very fast. Power transfer is quite simply outstanding. The beefy chainstays and huge oversized bottom bracket help to make sure every last watt of pedal power is transferred into forward momentum, and this really is a bike that will reward the sprinters.

The handling is also exceptional. The front end might seem a little twitchy at first, but once you get used to it you can have an awful lot of fun on the Cento1SR. It will really put a smile on your face on descents, and ride it into the heat of battle in a tight, technical crit and you'll soon be coming out of corners a bike length or two ahead of the opposition.





The one real downside with the Cento1SR is the ride quality. On smooth Italian tarmac there might be no need for protection against rough roads, but on the somewhat battered British blacktop you really need a little more give in the frame. Anything over three hours and I was beginning to ache from having to soak up poor road surfaces with my body rather than the bike, which is a real shame given that I was having so much fun that I would have liked to have ridden it for much longer.

Value

If you're willing to compromise on a bike that is far from ideal for putting in the long miles, then the £3,999 price tag represents pretty good value for what you're getting.

Wilier hasn't been tempted to chuck on some bargain basement tyres or sneak in a cheaper cassette in the hope of adding a few more euros to the company accounts without anyone noticing, with not a single component failing to live up to what you'd expect on a bike at this price.







Verdict

Want a bike to win races on? Then the Wilier Cento1SR is the bike for you. Power transfer and handling are outstanding, meaning you can throw the bike into corners, sprint out the other side, then look back to see a stretch of daylight between yourself and the rider struggling to claw his way back onto your wheel.

The spec is also exactly what you'd expect on a bike of this level. There's no deviation from top quality kit, with the Campagnolo groupset and wheels both excellent, while the bars, stem, saddle and tyres are all more than up to scratch.

The bad news is that the ride is as uncompromising as the spec. On longer road rides you feel every pothole. It's fair to say that the Cento1SR will fulfil its promise of performance on smoothly surfaced criterium circuits.

Sadly the

same can't be said of its claimed credentials as an all-rounder.



For

- Incredibly stiff
- Great handling
- No compromise on spec
- Good looks

Against

■ Harsh ride

Mid-priced computers

Oliver Bridgewood tests five computers to find out how they compare

What

Mid-priced bike computers cost around £100. Packed full of technology, they typically offer GPS functionality, either independently or through connecting to your smartphone. Elevation can be calculated with GPS or more accurately with an altimeter. Some units in this price range can be paired with other accessories, such as cadence, heart rate sensors and power meters too.

Why?

Computers at this price point have more functions and provide more data than cheaper types. These additional metrics, connected via Bluetooth or ANT+, such as heart rate, cadence and power, provide more meaningful data. All GPS computers allow for data to be uploaded to sites such as Strava and Training Peaks, which is useful for keeping a diary of your mileage, reviewing routes, elevation and speed. If you want mapping/directions, you'll need to spend upwards of £200.

How?

These computers have been tested on commutes and longer weekend rides. They have been judged on the following criteria: ease of use, ease of setup, value, number of functions, and how effectively they work.

HOW WE SCORE

- 10 Superb, best in its class and we couldn't fault it
- 9 Excellent, a slight change and it would be perfect
- 8 Brilliant, we'd happily buy it
- 7 Solid, but there's better out there
- 6 Pretty good, but not quite hitting the mark
- 5 OK but not great, nothing special
- 4 A few niggles let this down
- 3 Disappointing
- 2 Poor, approach with caution
- 1 Terrible, do not buy this product

Sigma BC 14.12 Alti *£*74.99

The key difference between the Sigma and other units on test is that there is no GPS functionality, neither built in to the unit or through connecting it to your smartphone. If you are looking for GPS, then you should consider other options. It is also worth noting the data screens are not customisable and the unit is not designed to be used with power meters.

Weight

However, it is robust, easy to use and comes with a wireless cadence sensor and

magnet. Similar to Garmin, Sigma uses rubber O-rings to mount the computer and sensor. This makes swapping between bikes much quicker and easier than with zip-ties.

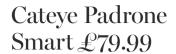
grams

Data includes speed, distance and time metrics, but the unit also displays a host of altitude data.

Battery life from the CR2032 coin cell is great, offering months of use, and the unit gives you a useful low-battery warning.

Another great feature is the backlight, which is invaluable in low light conditions, such as when commuting in winter.

www.moorelarge.co.uk



The Cateye Padrone Smart pairs with your smartphone using Bluetooth Smart. GPS data is relayed from the phone and displayed on the computer's screen.

Syncing to your phone means that it alerts you if you get a call or text too, so you can keep your mobile in your pocket and not perilously mounted on the handlebars.

It doesn't require the use of your phone screen, so your battery lasts longer too.

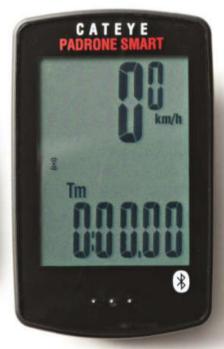
Weight 30 grams

The computer alone is priced at £79.99, but for £124.99 it comes with a Bluetooth speed/cadence sensor — which means it scores well on value. Bluetooth connectivity means third-party products and power meters can be used with this unit, which is an advantage over the Garmin 20, Sigma and Lezyne.

While connectivity is a plus, the option from Cateye isn't as easy to use as Garmin's Edge 20 or Lezeyne's Mini. Also, the Cateye's accessories need to be zip-tied on, which isn't as effective a design solution as the rubber O-rings used by other brands here.

www.zyro.co.uk





Garmin Edge 20 *£*109.99

The greatest strengths of the Garmin Edge 20 are that it is incredibly easy to use and it is very small. It is the perfect option if all you're after is a relatively inexpensive computer to record your rides and stick them on Strava when you get home.

The interface of the Edge 20 is so simple to use that you should be able to work it out in only a few minutes, even if you're new to Garmin products. It attaches using O-rings and four

Weight 24 grams

buttons around the outside turn the unit on and off, scroll through menus, and look at the two separate data screens. However, there's not much data to look at. Even though this is a mid-priced unit, it is actually one of Garmin's entry-level computers. As such, it doesn't offer ANT+ or Bluetooth connectivity, meaning you are unable to connect a cadence sensor, heart rate monitor or any other device, which is why it missed out on a perfect 10 score. Given the price, this isn't too much of an issue, and if you want these features, there's the Edge 25 at £30

www.garmin.com

more. I was seriously impressed.

Topeak PanoComputer **£64.99**

Like the Cateve, the PanoComputer can also be coupled to a smartphone via Bluetooth. Unfortunately, the software is currently compatible only with iPhones.

It's available with its own speed and cadence sensors, which are somewhat annoyingly attached with zip-ties. There are, however, various sensor magnets to suit different wheel and crank set-ups.

Weight 33 grams

The compact head unit comes with an outfront mount; the top button changes mode: the recessed buttons on the bottom configure and reset. The top line of the display is easy to read, though the lower parts of the display are guite small and may be problematic for those with poorer eyesight. The speed and cadence data seemed stable, but the computer occasionally lost coupling from the phone for a few seconds. Bluetooth Smart connectivity means other third-party sensors, such as power meters, can be connected.

www.extrauk.co.uk

Lezyne GPS Mini £109.99

Mounting is quick, easy and similar to the Garmin, as it uses two rubber O-rings. What distinguishes it, though, is that it cleverly locks in place, and you have to push down and twist to release it. One criticism with the mount is that it sits very tall — somewhat undermining Lezvne's bold claim that this is the smallest GPS computer.

The display can be configured to show two, three or four lines of data. Although the Lezyne does

not connect to ANT+ and Bluetooth sensors. meaning you can't see heart rate or power data on screen, the unit is ideal for those who are concerned solely with tracking where they have been and their mileage.

The Lezyne is easy to use, though not quite as intuitive as the Garmin 20. Within about 10 minutes of playing around with the features, I knew what I was doing.

Build quality is great and the screen is clear, easy to read and is viewable at extreme angles or in direct sunlight. There is a useful backlight too.

Weight

grams

www.upgradebikes.co.uk







FITNESS

How do I... Ride no-handed?

Riding 'no-hands' isn't just for show-offs — it's a genuinely useful racing skill

Hannah Reynolds

hether it's to unwrap an energy bar or put on your jacket when it starts raining, being able to take your hands off the bars and sit up on the bike is a valuable skill. Done confidently, your balance and control should be as good as they are with hands on the bars.

Scott Bugden works as a coach educator for British Cycling and the UCI as well as running his own coaching practice, Fit in No Time. "You don't need to ride no-hands unless you are racing at a high level, where it is essential for taking on food or changing a rain cape. However, there are fringe benefits for everyone," he says.

"It helps you to develop control of your bike and increase confidence. It provides a little bit of a core workout and teaches you how to engage your core instead of slumping your weight on the handlebars."

So where do we start? The first thing that worries people about learning this skill is how to control the bike. "Moving your body around directs where your bike goes — your hips contribute massively to steering," explains Bugden.

"Once you have let go with one hand, experiment with moving your body around, particularly your hips, to see how this controls the bike."

From one-handed, it is a small step to no-hands, but the key is sitting upright in the saddle, not leaning forward hovering over the bars.

"Imagine you are sitting on a bar stool and all your weight is going down through the saddle," suggests Bugden. "Relax; the more relaxed you are, the easier it feels. You will naturally steer to wherever you are looking — so keep looking ahead."

You need some speed to maintain your balance and momentum. "Ride no slower than jogging pace. Pedalling also helps to maintain a straight line."

Kids learn this skill fairly early on, mucking about on grass. "If you are nervous, try using flat pedals and trainers," suggests Bugden. "Ideally find somewhere with loads of space."

Though this is a good fun skill to learn, and will benefit your riding in lots of ways, Bugden cautions against using it at inappropriate times: "Never do this when in traffic, and make sure you are confident doing it in a safe setting before doing it anywhere else or around other riders."



Essential points Practise in a safe

- Practise in a safe environment
- Steer your bike with your hips and body movement
- Keep your eyes on the road
- Maintain a minimum of jogging-pace speed

Useful for eating, drinking or putting on a coat. Make sure the saddle's in the right place.

Lean back to get weight back.

YOU SAY Only do it if it is not windy! *Ronan Parkinson*



I can't even ride one-handed. I'm too scared to try it, and my balance and control are awful.

Carol Eco

Skill? I thought everyone was able to ride no-handed? I learned it when I was six or eight years old, doing stunts.

Michael Worley

Riding no-handed is about balance. Correct bike set-up and core strength are needed. It's crucial for eating, drinking, etc.

M. Kimberley To

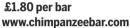
I don't think it is a useful skill for non-pros, as you can always stop to put on/take off a rain cape. However, I'd like to learn.

Tom Lewis

Things to do this week

Eat a Chimpanzee

New energy bar firm Chimpanzee believes in 'the power of natural energy' and as such uses entirely natural ingredients in its selection of tasty bars. There are six to choose from: raisin and walnut, lemon, beetroot and carrot, cashew caramel, apricot, and dates and chocolate. Each bar provides 26g of carbohydrates to provide an energy boost.





Catch a mackerel

If you're eating fish purely for its health benefits but want a bit of variety in your diet, then how about giving mackerel a try? This oily fish is a fantastic source of the antioxidant selenium, which helps protect the body from heart disease. It also contains high levels of omega-3 fatty acids, which can lower the risk of developing Alzheimer's disease. Along with being a good source of protein, mackerel should definitely be making its way into your weekly supermarket shop.



Try Purple Harry's muscle-cooling gel



Unable to afford a soothing massage after a ride? How about alleviating aches or pains yourself by giving Purple Harry's muscle-cooling gel a try? It contains the natural cooling elements, peppermint and menthol, as well as the moisturising properties of aloe vera. Conveniently packaged in a travel-friendly 100ml pump dispenser, it is the perfect size to use after a sportive or race. Go on, give yourself a fragrant rub-down.

£9.99, www.purpleharry.co.uk

Fitness Bike Bon 50 | September 10, 2015 | Cycling Weekly

Paul Knott investigates why a partnership between medical professionals and bike shops could be beneficial to cyclists by reducing injuries and increasing performance

wish people would pay as much attention to themselves as they do to their bikes." This statement from Dr Michael Lanning sums up the attitude most cyclists have towards their bodies, and probably more importantly how they feel towards their bikes.

However, at some point during a cyclist's life there comes a time where an injury puts them out of action and makes them re-evaluate their entire cycling make-up. The two most common options available are to visit a medical professional to have a complete overview of their physiology, or to readjust their riding style with the help of a bike-fit to accommodate the ailments they are suffering from.

But what if, instead of it being a case of one or the other, both parties worked together for the benefit of the cyclist? Would a bike-fit and a medical examination find the same issues within a rider's set-up, despite using completely different methods?

The investigation

To carry out this test, we needed three parties who were willing to undertake this experiment. Brett Lewis was preparing for the RideLondon 100 and London to Paris at the time of testing. Lewis did not suffer from any particular ailments that were keeping him from riding, but was intrigued to find out whether there would be future complications if he continued to ride with his current technique on his current bike set-up.

Our medical professional was Dr Lanning, a chiropractor at the St James Clinic in Chancery Lane, London. Hopeful that a link-up between both organisations could be feasible in the future, we selected bike-fitter James Wakelin, who's based just a five-minute walk away at Condor Cycles on Gray's Inn Road.

The first phase of Lewis's experiment was to consult Lanning. "I see three types of patient," he explains. "There are people who already have pain and want the problem to be solved so they can just

ride again. Secondly, individuals who are comfortable but just want peace of mind and to prevent injury before it arrives. Thirdly, athletes who are purely focused on performance, wanting to stay on top of their game and push the current level of their physiological limits."

After initial questioning covering a basic health background, it was clear that Lewis fell into the second category: he was a rider comfortable on the bike but wanting peace of mind. Despite this, Lanning requested two x-rays to be carried out on Lewis's lower back.

"You can't treat a patient without finding out their pre-existing problems, so it is important to rule them in or rule them out through x-rays and ultrasound."

The x-ray results showed an 8mm difference in leg length, which is greater than the expected 4-6mm difference. This could affect how Lewis rides.

Physically, it won't necessarily cause problems now or in the future, but it may do so. Lanning explains the crucial importance of these results.

"The main thing we are looking for are structural risk factors that could be the cause of problems in the future. No one is ever

symmetrical or has perfect alignment, but it's about seeing whether the differences are within the normal limits and, if they aren't, what happens to the body to compensate for these problems."

This difference in leg length is extremely common among riders, but it does bring setting a saddle height into question. If one leg is longer than the other, which leg do you measure up against — given that the standard protocol is to set saddle height at hip level?

Pain comes last

Further x-rays on Lewis's spine revealed one slight problem with the C4/C5 vertebrae, causing his spine to twist



slightly to the left when on the bike, and meaning Lewis naturally twists his body slightly to the right while riding. Lewis described how he had trouble turning his neck and looking over his left shoulder when riding, which seemed explained by this spinal anomaly.

"Sixty per cent of the general public will suffer from disc pathology but won't have any pain. The task is to discover the problem before it becomes painful," says Lanning. "When a person feels pain [from a disc], it is too late. Pain is the last thing to come and the first thing to go."

Despite him having no pain in his knees, an ultrasound was carried out,

which looked for potential discrepancies that might have occurred further down the body to compensate for the variance in leg length and spinal anomalies. These results provided no further evidence of problems, and Lanning concluded that Lewis didn't have any major

physiological issues that should cause immediate alarm.

This has given Lewis additional peace of mind while riding; now, when he feels it getting tough, he knows it's not because he is damaging his body, it is just because cycling hard is, well, hard.

The bike-fit

"I wish people

much attention

to themselves

as they do to

their bikes"

would pay as

Two days later, Lewis went to see Wakelin at Condor Cycles for a bike-fit, following Condor's standard fitting protocol. This consists of a personal and hands-on approach. "Science is a good tool, but it needs to be used in the right areas. Some retailers hide behind computer programs and lasers to fit a person to a bike based

on numbers," Wakelin says.

The bike-fit started with general questions ranging from Lewis's physical activity, riding history, current bike measurements and cleat set-up. He explained how his main limitations when riding came from aches in arms, legs and back which in turn led to him pushing further back in the saddle. Wakelin carried out some basic flexibility tests to assess the range of motion in Lewis's back, neck, arms and shoulders. This found that Lewis did have some stiffness in his lower back — a fairly common symptom among those who spend long hours working at a desk.

Wakelin then observed and moved back the cleat position on Lewis's shoes prior to on-bike analysis. "If a rider's cleats are set too far back, it could lead to Achilles tendon problems, whereas if cleats are set too far forward, toes can become numb when pedalling. Finding the balance is crucial," Wakelin says.

Once these questions and off-bike observations were complete, Lewis's current bike (Felt AR5, 58cm frame) was set-up on a turbo-trainer to analyse his riding technique.

The first observation made was the leg bend at the bottom of the pedal stroke, resulting in Wakelin moving the saddle height up 5mm and forward 5mm so that Lewis was positioned slightly more above the pedals. Cleat position was adjusted once again after viewing the pedal stroke so that the balls of the feet were directly above the axles of the pedals to allow for a natural floating position — pedalling action can really only be judged once on the bike. The previous set-up had led to the paint on

Do you need a bike-fit?

If you think you need a bike-fit, here are some of the symptoms, signs to look out for, and reasons to get one:

- You are just starting out cycling or looking to buy a different kind of bike for the first time.
- You feel uncomfortable or too unstable to ride on the drops.
- You keep having nagging injuries that only seem to occur when you cycle.
- You are looking to further improve your cycling performance.
- Previous injuries have limited your range of movement in certain ways.

the crank being worn down; this isn't just damage to the bike but also creates unwanted friction and wasted energy.

"Bike-fitting is similar to learning to drive; you may have the licence that says you are a qualified bike-fitter but you don't learn how to bike-fit until you've conducted many and gained experience," Wakelin states.

This experience comes into use when observing Lewis's pedalling technique from front-on; the left knee has a strong straight up-and-down technique, but the right knee drifted out and in during

the upwards phase. Wakelin placed a 1.5mm valgus shim underneath the sole of Lewis's shoe to tilt the foot slightly inwards, which in turn brought the knee back towards the top tube and created a straighter knee path.

As mentioned when visiting Lanning, Lewis's inability to turn his head efficiently was brought up again during the bike-fit. Despite shortening the stem length on his bike, as he thought that it was too long, Wakelin suggested that the handlebar width could be playing a part in creating tension within the shoulders



and that also a change could help with bike handling.

The handlebars currently on Lewis's bike measured at 44cm (centre-centre) but a shift to 40cm handlebars saw him get greater support and a more comfortable position on the bike, as well as creating a more aerodynamic position by bringing his hands and elbows closer together.

Personalised fit

This balance between comfort and performance is one of the balancing acts that both bike-fitters and therapists face, whether that is adapting a body to accommodate certain injuries to the detriment of performance, or by tweaking the bike set-up and then sacrificing comfort. This predicament was discussed when all three parties met up the following week to debate their findings.

One of the main points that all parties agreed on was the continuity between the x-ray results and bike-fit adjustments, which proves that both protocols can produce reliable crossover results. However, there were specific points brought up by both sides that had the potential to cause Lewis injury in the future and reduce his performance on the bike.

Despite health checks that are carried out by general practitioners before a person takes part in exercise, Lanning laments the attitude and approach towards joints and bone issues: "No one places as much emphasis on joint disorders and muscular-skeletal systems as cardiovascular and cardiorespiratory systems, despite it having as much of a risk as other systems for injuries and negative impact on performance."

It is not just the frame size that is set to each person, but a bike-fit is a personalised bike to your body's specifications. As Wakelin explains: "Retail specific adjustable jigs are used in most shops and do produce reliable results, but it doesn't give the buyer the impression of an actual bike. Condor prefer cyclists to bring in their current bike and adjustments can then be made via a turbo-trainer, rather than trying to sell them a new bike."

This works well if you are tweaking your position on an existing bike, but if you are looking for something new it is worth getting your position dialled before making a purchase. The influence of internet shopping and the trend to forsake

your local shop and search for a cheaper deal online is a problem within cycling. Although a bike-fit costs money initially, it is more cost-effective in the long run and can avoid more costly mistakes.

Another point that was discovered within Lewis's bike fit was that continuity in sizes can sometimes be missing between different bike manufacturers. A difference in measurements between bike parts can alter a rider's set-up dramatically if a cyclist doesn't test out their new bike or modifications before they buy. The only party losing out in this case is the cyclist themselves.

Benefits of an integrated service

The experience and advice given during bike fits can be indispensable compared to online videos, which give no feedback as to whether you have set up your bike correctly or if your technique is as efficient as possible.

This is particularly evident for beginners, whose natural instinct and feeling is that if something is a little painful it is because it is new and that it will feel normal over time, when actually they could be causing injury to themselves.

Despite creating this relationship between Condor Cycles and the St James Clinic for the purpose of this investigation, there are companies that do carry out physical assessments alongside bike-fits already. Nick Dinsdale of NJD Sports Injury Centre who believes in this theory explains the importance of carrying out both procedures: "An effective bike-fitting must assess both man and

What you should expect from a bike-fit

There are a number of different bike-fit qualifications, all with slightly different methodology and measuring jigs. However, there are some things that typify a good fit:

- A full medical history is taken, particularly with regard to injury.
- Your cycling goals are discussed.
- You are asked why you are having a bike-fit.
- Your body is assessed for strength and flexibility before you even get on the bike.
- You are offered a follow-up appointment and any big changes are made in stages.
- Exercises to help with your posture are discussed and recommendations made.

machine whilst exploring the complex biomechanical interaction between them. Therefore, any bike-fit that fails to assess the intrinsic risk factors of the human body and the extrinsic risk factors of the bike position is potentially flawed, and thus highly unlikely to yield optimum outcomes.

"In my opinion, failure to fully assess the rider means the bike-fit process is only 50 per cent effective. All of our bike-fit packages are delivered by a team of highly qualified graduate therapists who specialise in working with cyclists and cycling-related non-traumatic injuries."

Nicole Oh, of Peloton Physiotherapy, who manages and rides for Les Filles Racing Team, agrees with the idea of providing an integrated service.

"One cannot look independently at just the bike or just the cyclist," she says. "I think bike-fitting is definitely adopting a more scientific approach, with more research being carried out on biomechanics and equipment. There are increasing contributions from the medical and sports science worlds, rather than purely relying on tradition and anecdotal evidence of former riders and shop owners.

"There is also more equipment and technology available to bike-fitters, although the worth of a bike-fit will always be down to the skill of the fitter rather than the tools available.

"I think that with more bike-fitting services being offered independently, outside of traditional retail shops, there will be less of a 'sell' off the back of a bike-fit," she continues. "I have witnessed instances where the bike-fit seems to be used as a means to sell new bikes or equipment, which hopefully is on the way out."

What has been found in this investigation is that both bike-fitters and chiropractors can point out anomalies within a person's cycling technique and physiology, which can be used to prevent injury or poor performance. However, the potential to use both bike-fits and chiropractors, or other body specialists, as a partnership can bring peace of mind to cyclists. They know that they are getting a complete biomechanical and cycling specific analysis as well as having the reassurance that no single party is solely looking out for their needs.



Racing my Way
She's won 11 gold Paralympic medals, but Dame Sarah Storey talks to

CW about how she's had to adapt her riding style when road racing

Simon Schofield

or experienced cyclists, braking becomes second nature — something that's done with little or no conscious thought. The balance between using front and rear brakes in different situations becomes instinctive. Pulling harder on the front or the back brake, or more likely, using a combination of differing pressures on each brake to suit different conditions is complex and calls for skill and judgement — yet it's a process that is done almost entirely on 'feel'.

For Dame Sarah Storey, Paralympic gold medallist, and now captain of her own team, Pearl Izumi-Sports Tours International, it's not like that. Her left hand is not functional, leaving her with a left upper limb that's 5cm shorter than other riders. Both of her brakes are routed through one lever.

Storey has won plaudits and honours as a Paralympic cyclist — but nowadays 99 per cent of her time is spent competing in the non-disabled peloton. But such has been the extent of her success that Storey feels some people don't fully understand the skills she needs to deploy in events like the Women's Tour — and the way that this affects her riding style.

Team Storey was irritated that she was criticised for sitting in during the Women's Tour and "spending too much time at the back". TV commentators noted it and the ever-febrile world of social media became an echo chamber for people who thought she "wasn't good enough to be there", according to her husband and coach, Barney. Storey was a victim of some selective TV editing — and she doesn't blame commentators who only saw highlights.

But the fact is that she does need to adapt her riding style and she feels now's the right time to explain it.

Conquer the fear

"My set-up is that both brakes are operated through the right hand lever. The back brake engages a fraction before the front but it's not the easiest set-up to work with in a twitchy peloton," she says.

"I have a fraction of a second less than everybody else to react. I have to anticipate and brake earlier. In the Women's Tour, where the average speeds were 42kph, that's exaggerated.

"It means I have to leave bigger gaps and it's sometimes more difficult for me to find good places to move up. I study the road book really closely and plan where I might be able to move up."

Dealing with the cut and thrust of the peloton at speed

is one thing, then Storey also has the challenge of what happens when other riders jam the anchors on, perhaps

It works for me

Very few of us have to cope with one-handed braking or learn how to adjust speed with the non-independent system that Storey uses. But the factors that Storey needs to consider are a refresher course in braking and technique. Storey's observations can be a useful reminder on a skill that few of us pay attention to — until it all goes horribly wrong!

- Storey says: "Be more aware of how, why and when you are braking." One useful thing to remember, which Storey thinks about more than other riders, is that the front brake scrubs speed quicker and the back brake is more useful for making smaller adjustments."
- Storey says: "In general, people rely on their brakes too much." This obviously doesn't apply on an Alpine descent, but in group riding there are other ways to adjust speed, like backing off on power or sitting up to catch some wind."
- Storey says: "Be efficient, brake less and anticipate more." A good way to practise this is to join a local chaingang, and once you feel confident enough, try to ride in the fast groups using braking as little as possible. Clearly there are occasions when the anchors are required, but in a smooth, fluent group, in theory, it is possible not to touch the brakes at all.

because of a crash ahead of her.

"If I have to suddenly stop I have to pull hard and because of my braking system it's more likely I will slide the back wheel," she explains.

"I've got quite good at a flick of the hip to correct slides but it can look like I haven't got control. There's a lot less detail in my braking. It's either on or off. Actually I think my bike handling is pretty good."

Descending also demands intense concentration from Storey. Not only is her braking set-up unusual, but her gear changing is non-standard. She uses Di2, with a conventional set-up for the rear cassette. But front changing is controlled by a barend shifter installed in the drops.

"If we're descending and hit a corner that turns and then the road goes up, I have to choose

between braking and gear-changing. My weight transfer through some turns needs a lot of careful thought," she says.

"On a really technical stage on one race I looked like a person who couldn't ride a bike!"

It's an unfortunate perception but one which Storey understands because it's not widely known that she is forced to ride with both brakes in one hand. Other than the technical issues, her disability has little effect on her competitiveness in the able-bodied peloton.

"My engine is my engine. The only other slight issue is that my upper body has less impact in sprinting or climbing out of the saddle, because I can't pull evenly on the bars. So I do a lot of attacking in the saddle."

Fighting for position in the bunch

Breaking one-handed compromises Sarah Storey's riding style and can negatively effect her position in the bunch, according to her coach and husband Barney Storey. "Inevitably another rider will fill that gap and Sarah ends up drifting backwards. When this happens it is obviously not ideal. She then either comes to the car to get bottles or finds the next appropriate time to move back up when the road widens." he says.

"Sarah was not our team leader for this Tour and was working to take bottles to her team-mates and other duties of a domestique. She also made some attacking moves off the front which weren't covered on TV because they were shut down quickly by other teams, but sadly the TV edit didn't show this.

"Sarah did struggle at times during the Tour with the terrain because it was too flat to play to her strengths and because of the narrow, gravelly roads the peloton was quite twitchy and reliant on their brakes. As a result Sarah drifted to the back because her brake set-up is quite limiting in those situations."

Energy intake and bone health

What you eat can have an effect on your bone mineral density

Despite the considerable health and cardiovascular benefits offered by cycling, a growing number of studies suggest that it might not be ideal for long-term bone health. Cyclists who don't incorporate other types of weight-bearing or high-impact exercise such as resistance training, running etc into their training may suffer. This is because the smooth, lowimpact nature of cycling lacks the stresses and forces that we now know are required to build maximum bone mineral density (BMD).

What scientists are less sure about is how nutrition habits in cyclists might also influence BMD. US researchers assessed the energy balance and general dietary patterns of 10 competitive male and female endurance cyclists (five road, five off-road), all of whom had lower than expected BMD. The cyclists' energy intake and exercise energy expenditures during preseason, competition, and off-season were estimated

from dietary records, while BMD was monitored over a 10-month period.

Results showed that in the pre-season, competition and off-season periods, 70, 90 and 80 per cent of the cyclists respectively had a low energy balance, i.e. their energy intakes didn't meet their energy needs. Across the 10 months, 70 per cent of the cyclists had a low energy balance, and the same proportion were identified as 'restrained eaters' who consciously restricted their calorie intake as a means of weight control. Carbohydrate intake in particular was below the current sport nutrition recommendations.

This is significant as previous research has demonstrated a link between low energy balance and reduced BMD, suggesting cyclists keen to maintain optimum bone health should be wary of calorie restriction for long periods while training and/or competing.

Int J Sport Nutr Exerc Metab. 2015 Jul 1. [Epub ahead of print]







INGREDIENTS:

- 6 traditional cooked beetroot (cooked beetroot dipped in vinegar) or juniper berry and black pepper infused beetroot, sliced
 - ■1tsp olive oil ■1 thick slice of bread, crusts
 - cut off and ripped into small chunks ■ 4 slices
- Parma ham, torn ■1 bag baby leaf salad

For the dressing ■ 2t tbsp olive oil ■ 2 tsp red wine vinegar small bunch chopped parsley

beetroot around the eggs and add another layer over the top. Cover with cling film for at least an hour. but preferably overnight. 4) When the eggs are done. heat the oil in a frying pan and add the bread, toss a few times to coat in oil and season. 5) Cook for 3-4 minutes until crisp and crunchy. 6) Make the dressing by combining the oil, vinegar, parsley and seasoning. 7) Set the eggs aside and toss the beetroot (reserved from staining the eggs) leaves and croutons in a bowl with the dressing

then tip onto a plate.

8) Halve the eggs and lay them on top with torn ham.

TAKE HOME TRAINING SESSION

Half hill sprints

Master your sprinting technique on both the flat and on climbs using this half-hill session. Get your timing right and you'll be up to speed on both types of terrain

Time

The summer may be coming to the end, but that doesn't mean you should let your fitness levels go to waste. For these half hill sprint sessions start off the session with a 20-minute taken: warm-up that prepares your 60min body for near maximal efforts. The main bulk of this session involves completing five one-minute efforts, plus five four-minute segments at Zone 3.

Complete your oneminute efforts on a flat road and a short climb. Start your sprint on the flat road that leads onto the steep hill, so that you can split the effort over the flat section and the climb section.

Each effort should be ridden flat-out so that you can develop your sprinting technique on

the flat and on the climb. It is important that you

time your effort right here; it is not a pure hill sprint, which means you can take the flat

section easier.

But it is also important not to overcook it on the flat sprint before the hill sprint begins. Timing the

all-out effort over this terrain can be difficult, but persevere and your sprints on the flat and hills will profit.

Time (minutes)	Zone
0-20	1-3
20-21	4-5
21-25	3
25-26	4-5
26-30	3
30-31	4-5
31-35	3

Effort	You can	It feels like you're	Use it for	% Max heart rate	% FT power
Easy Zone 1	Chat freely	Warming up	Warm-ups, cool-downs and recovery	60-65%	56-75%
Steady Zone 2	Speak one sentence at a time	Riding along in the bunch on the flat	Longrides	65-75%	76-90%
Brisk Zone 3	Speak a few words at a time	Breathing deeply and working hard	Long efforts of 10 to 20min	75-82%	91-105%
Hard Zone 4	Say only one word at a time	Really attacking (perhaps on a climb)	Efforts lasting 2-8min	82-89%	106-120%
Very hard Zone 5	Grunt and gasp	Sprinting	Efforts lasting less than 2min	89%-MHR	121%+



spots of South Somerset

outh Somerset may not be the most obvious place to set down your two wheels. It lies east of Exmoor's wild terrain, sits humbly north of the gruelling gradients of Dartmoor in the neighbouring county of Devon, and is tucked unassumingly south of the undulating Cotswold Hills.

But Somerset is a feast of visual delights, threaded firmly together by a network of quiet leafy lanes. The stunning views from Ham Hill, Glastonbury Tor, Wells Cathedral,

western county of Somerset, the route leaves from the village of South Petherton in the south of the county. Heading north it takes in Cheddar Gorge on the southern edge of the Mendip Hills, Glastonbury Tor. Wells Cathedral and Ham Hill

designed to tick off Somerset's more famous landmarks, and if you haven't ridden Cheddar Gorge, this could be just the excuse you need. This late-season ride might not be packed with tough climbs but the route is peppered with undulations and fast-flowing sections and will certainly boost your winter fitness.

The event first ran three years ago, set up by Richard McLaughlin, director of the Adventure Cafe and Grand Tour Cycling. He wanted to put the county on the map by showcasing the great cycling terrain Somerset has to offer. This event is just one of many organised by Grand Tour Cycling, which also guides overseas trips.



South Petherton is just off the A303, easily accessible from J25 of the M5. Registration is based at Adventure Cafe at Frogmary Green Farm, where there is parking for 100 cars — first come first served. Parking restrictions are lifted in the village

Where to stay

on a Sunday.

The Square House and Rock House B&B are in South Petherton. The Hollies Hotel, Winslow Retreat and White Hart are in Bower Hinton. The Duke of York is two miles away, and there's a Travelodge at Ilminster.

Where to eat

New Farm is a familyrun restaurant in Over Stratton, where everything is cooked fresh on site. You could also try the Royal Oak. The Brewers Arms is in South Petherton and serves locals ales and ciders. Provender Deli and Cafe is open for breakfast and lunches.

Local bike shop

So, you forgot your helmet. Make your way to Cyclelife just six miles south of the start in Crewkerne.



and the well-known Cheddar Gorge make the Somerset Screamer a historical and beautiful tour of this modest part of the county.

From the village of South Petherton, this intimate cycling event hits very rural roads pulling north following the path of the River Parrett until the small town of Langport. Come November, these narrow lanes, encased by hedges, will be busy shedding their well-worn summer plumage. So be warned, weather depending, they could be slick with a build-up of decaying leaves.

A nice fast descent from High Ham drops you into the Somerset Levels. Here the hedges fall away to reveal an expansive sky, stretching out, resting atop the Mendip Hills. Quick-running lanes lead through Shapwick Heath National Nature Reserve. The first proper climb of the day is at Mudgley, taking you up on to the Polden ridge, leading to the village of Cocklake where a road akin to a balcony offers up great views to the north of the county and over those fast-approaching hills.

Thirty miles into the ride and you'll greet the star of the show, Cheddar Gorge. This natural limestone spectacle, the largest gorge in England, will see you climb 200m in three miles. While riding this strip of tarmac, thrown down between the dramatic rock faces rising high above, you'll feel like an imposter as you snake your way up on to the Mendips.

From Britain's biggest gorge, it's a descent into England's smallest city of Wells — Somerset is a county of contrasts. The gothic architecture of St Andrew's cathedral in Wells will catch your eye as you zip through the city.

Once you've dropped into Wells, you're on to the busier roads of the route as you navigate the town and the road towards Glastonbury. But you're soon pulled back on to the network of maze-like lanes where we barely saw a car.

Here you're back into the Somerset Levels offering your legs some respite. In a stark disparity, rising up from the flatlands is Glastonbury Tor. Your wheels will almost brush the edges of this conical mound; the 15th-century St Michael's Tower that stands atop the tor will feel as though it's within touching distance.

At the village of Stapleton, there is an option to cut out the last 14 miles, but we advise you to power on through. In those final miles lies the last challenge of the day, nicely complemented with one of the route's star views, Ham Hill. This is a

local beauty spot that draws crowds from far and wide. Once you've defeated its 12 per cent sections, it's easy to see why this is such a popular place. The views from the top stretch out over the Somerset Moors and the Mendips reaching over to Exmoor. Save a moment or two to take in the open views before delving into the lanes, calling you back to the sleepy village of South Petherton.

ORGANISER'S TARGET TIMES			
Distance	Ave speed (men)	Time	
68	12mph	5hr 40mir	
68	16mph	4hr 15min	
68	19mph	3hr 35min	
82	12mph	6hr 50min	
82	16mph	5hr 8min	
82	19mph	4hr 19min	
	Distance 68 68 68 82 82	Distance (men) Ave speed (men) 68 12mph 68 16mph 68 19mph 82 12mph 82 16mph	

The challenges

The Hill

Not as bad as it sounds, this very gentle gradient takes you up to the upper part of Langport, passing under the charming Hanging Chapel, which is built into the town's wall.

2 Ham Hill
This average gradient
of eight per cent reaches
12 in sections. The road is
narrow and can get busy
with people driving up
to enjoy the view so be
prepared to be patient.

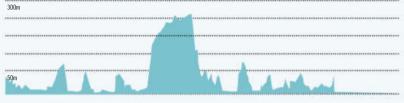
3 Mudgley Hill

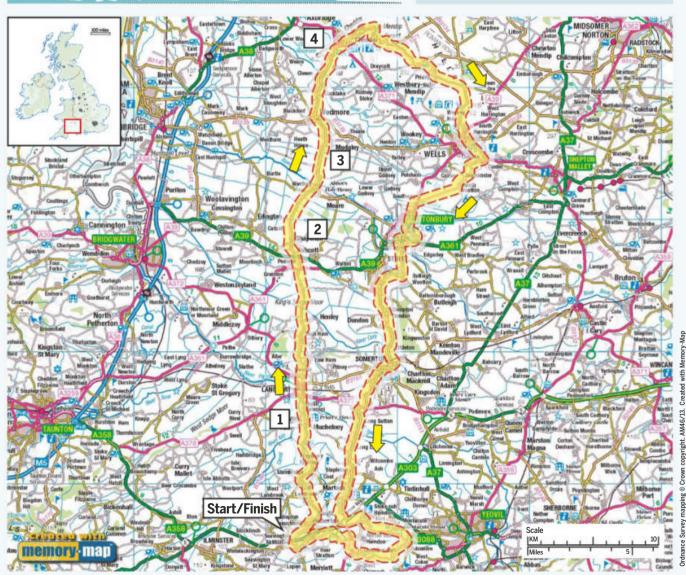
Just a mile long, this is a great energiser after the flat lanes. The first halfmile will have you tackling gradients of eight per cent before a gentler three per cent leads you to the top.

NAIL IT

Cheddar Gorge

This ancient formation of rocks was formed over three million years ago under the sea and is composed of corals and sea creatures. It's stood as we see it today for around one million years. So what marks the start of this beautiful climb? A fascinating piece of ancient geology? No. A Costa coffee shop. The first section is the toughest, at around 16 per cent. Here there are parking bays but you'll be hitting it early so it should still be quiet (it was for us). The road has a few twists with a narrow section where the two sides of the gorge almost touch — keep an ear out for cars. As you hit the upper slopes, the gradient settles down so you can look up from the stem and take in the majestic surroundings.





Clifton Cycling Club

Simon Schofield visits a Yorkshire club steeped in tradition

an a cycling club be like a glass of red wine? The thought occurs as we cruise past a vineyard in North Yorkshire (really) with Clifton CC. If this club were a glass of wine, it would be a decent claret made by a fine old vintner using traditional Old World methods. The label on its bottle would be restrained and dignified, not loud and shouty — because Clifton CC is a club of a good vintage.

"We're proud of being a traditional cycling club. We've always done things a certain way, and we think it works," says today's ride leader Andrew Johnson. "We're accessible to all riders of any ability and we offer something for everybody. We're comfortable in our own skin and confident about what we do."

Meeting in the shadow of York Minster, its Sunday bells pealing long and loud, the bunch, a real mix, is laid-back and welcoming. A married couple on a tandem, teenagers, a young female trackie, a couple of racing snakes, a pair of wiry veterans who won't be seeing 70 again and a sprinkling of riders in their 30s and 40s roll through the cathedral cloisters and into the North Yorkshire countryside.

We head north-east at a good clip on roads mercifully

free of surface-dressing blight, and before we know it 15 miles have ticked by. "It's a nice flat roll out, but don't be fooled," club stalwart Dave Byworth, 63, warns me. "The Vale of York's not all flat!" And so it proves — the road kicks up hard at Leavening, causing a small split, before we regroup at the top.

These roads are the regular stamping ground of what Johnston calls the heart and soul of the club. The 'K Ride' on a Saturday morning is so named not because there are 10 rides named A-J ahead of it, but because it's marshalled by one Kevin Scully. "He's a legend," according to Johnston. "The K Ride is the best possible step into club riding you'll find anywhere.

"It's teaching people how to ride in a group, how to signal holes and obstacles, how to hold a wheel and how to be part of a club. Kevin can be strict, but it's friendly."

Young contingent

Graduates of the K Ride are ready for any of the five regular

Club facts

Based: York, North Yorkshire Members: 342 Formed: 1895 Meets: Exhibition Square, York Sunday: club runs 9am, Saturday: social and training rides 8.45am/10am, Tuesday: chaingang 6.15pm, Thursday: TT league (during summer)

club runs, from hard training to relaxed socials. There's also a Tuesday chaingang, a Thursday night time trial league, an evening road race series, and a hill-climb. Clifton CC is especially proud of its provision for younger riders, with 120 on the books, graduates of its Go Ride initiative and blessed by the presence of the purpose-built outdoor track on the edge of the city.

"The track is great. Kids like going fast on bikes and the track environment, with no traffic, is perfect for that and teaching them the skills they need to come out with the adults," says Johnston.

History

Clifton CC is one of the oldest cycling clubs in the country, formed in 1895. Time trialling was a big part of the club, with its first 50-mile event run the following year and won by A. Mason in two hours 53 minutes. Hill-climbing figured in the early years, with one member cycling from York to Kent on a Friday to take part in the Catford CC event on a Saturday and riding back to York in time for work on Monday.

Testing remained at the heart of club life for many years but the club run was its soul. An early rule stipulated that 15 club runs had to be completed before any member could qualify for a racing award. Cycling boomed in York pre- and post-war, and by the mid-Fifties there were seven clubs. Of those.

only Clifton and one other has survived today. The Sixties and Seventies saw several members racing at the very highest levels. By the Nineties, Clifton CC moved time trials from increasingly busy A-roads to quieter back roads and began to focus on road racing, club runs, Audax and sportive events. Membership has been growing steadily in recent years.

Achievements

- Three Clifton CC riders in the Sixties and Seventies became legendary in the club with a string of achievements at the highest levels. Pete Smith, John Watson and Roy Cromack excelled in several disciplines.
- Pete Smith rode the World Championships and Commonwealth Games road

race and won the King of the Mountains in the Tour of Britain.

- John Watson also rode the Worlds RR and won the British Best All-Rounder competition. Roy Cromack, alongside Smith and Watson, made up three of the four-man British team to ride the team time trial at the 1968 Olympics.
- Ian White and Dennis Pickard broke several British time trialling records from 50 miles to 24 hours, winning a plethora of major team competitions.
- More recently Clifton CC was ranked the number-one road racing team in the Yorkshire region in 2006.
- In its recent history, Clifton CC is probably most proud of its coaching and mentoring of the next generation of cyclists. The



club's programme started in 1998 in a school playground with fewer than a dozen young riders. Now based at York's outdoor track, with three club-funded members with BC level 2 coaching qualifications looking after training, the numbers have swelled to more than 100 six- to-15-year-olds learning the ropes.

Photos: Russell Filis



Clifton Cycling Club run

Ride highlights

Leavening climb A steep climb which starts at Leavening lifts you out from the Vale of York and towards the Yorkshire Wolds. Sections of 10 per cent give way to a flatter approach to the top.

Thixendale descent A fast, sweeping, curvy descent through a steep-sided valley towards Thixendale gets the adrenaline flowing. A beautiful setting for hammering downhill.



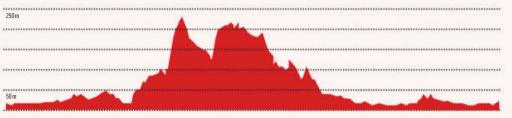
Huggate Following the contours on a ridge just past the village of Huggate gives spectacular views of the Wolds, especially pretty as the meadows are harvested.

Favourite cafe

The Ramblers' Rest, Millington, York, YO42 1TX. Tel: 01759 305220: a friendly atmosphere with a menu that appeals to cyclists, and there is also plenty of outdoor seating.

Seaways Cafe, Fridaythorpe. York, YO25 9RX, Tel: 01377 288203: a long established favourite with cyclists in the highest village on the Wolds.

World Peace Cafe, Kilnwick Percy Hall, Pocklington, YO42 1UF. Tel: 01759 304832: tucked away in an unusual, and peaceful, setting with good cake and paninis.







A vintage club in a traditional city

There's not much chat as the stronger riders nail it down a stunning, winding descent into Thixendale but again we regroup and ride a tight formation to the cafe.



Beans on toast are the fuel of choice — Clifton CC is a traditional club, after all — and 20 flat, fast miles get us back to the ancient city where the Minster bells are

still pealing. "Nice of them to welcome us back," quips one.

The clarion call may not be for us but Clifton CC is as much a part of traditional York as its cathedral's bells.

Meet the club









Rodríguez's last chance?



Veteran Spaniard used his climbing prowess to take overall Vuelta lead

Stephen Puddicombe

eek two was always going to be the most difficult of this Vuelta a España, and so it proved. But despite each of the week's four days in the high mountains of the Pyrenees and Asturias all varying in terms of length and difficulty (stage 11 in Andorra included six peaks and only lasted 138km, whereas stage 14 featured only three peaks but over the stretch of 215km), each stage played out in much the same fashion — subdued racing for most of the day, before a thrilling battle among the favourites on the final climb.

Joaquim Rodríguez (Katusha) appeared to be the chief beneficiary of this style of racing. The Spanish veteran excels when putting in brief, explosive bursts uphill, which is exactly what he did, attacking 1km out in Jitu de Escarandi to win stage 15, and again the day after on the Ermita de Alba to move into the overall lead after Fränk Schleck had won the stage from the break.

When, on stage 11, Fabio Aru attacked earlier on the final climb, Rodríguez

lost substantial time (43 seconds). But similar attacks were not forthcoming in the next three summit finishes, and the Spaniard was able to keep nudging into Aru's overall lead before finally taking it by a mere second, heading into the last rest day.

This race possibly represents
Rodríguez's last chance to finally add
a Grand Tour victory to his palmarès.
Despite having made the top four in the
Giro d'Italia twice, the Tour de France
once and the Vuelta four times, he's
never yet managed to win one and, now
aged 36, time is running out. Perhaps his
nearest misses came in 2012, when he
went into the final week as overall leader
in both the Giro and the Vuelta, only to

"The Spanish veteran excels when putting in brief, explosive bursts uphill"

subsequently miss out to Ryder Hesjedal and Alberto Contador.

That Giro near miss is particularly relevant, given his current situation. The individual time trial had not taken place by the time we went to press, but it was expected Rodríguez would cede the jersey to Tom Dumoulin — in much the same way he lost it to Hesjedal at the Giro.

Rodríguez, and indeed the other favourites, will kick themselves if they lose this Vuelta to Dumoulin. Despite being regularly dropped and having no team-mates to support him, the Dutchman was somehow never taken out of contention, with his rivals leaving it too late to put significant time into him. After a barnstorming first week the 25-year-old, who was aged just 13 when Rodríguez rode his first Vuelta, was carrying out an exercise in damage limitation last week and controlled his losses in a way reminiscent of Bradley Wiggins, if not of Team Sky. Perhaps Rodríguez should have made his moves on the mountains stage earlier?

Astana on form

Much was made before the Vuelta began of Astana's astonishingly high-quality line-up, containing three riders in Vincenzo Nibali, Fabio Aru and Mikel Landa who looked capable of winning the overall.

Despite seeing Nibali disqualified and Landa fall out of contention, their strength was confirmed last week, with the turquoise brigade spending a lot time at the front of the peloton. Designated leader Aru was always protected when in the leader's jersey, even when Landa was up the road winning a stage for himself on the race's queen stage.

It's clear the team's key riders have benefited from skipping the Tour de France.

Whereas the Movistar duo of Nairo Quintana and Alejandro Valverde, who both podiumed at the Tour, have been under par in the mountains, Aru and Landa — as well as domestiques Dario Cataldo and Luis Leon Sanchez — have looked as fresh as they did at the Giro d'Italia, where they were similarly dominant and placed the former two riders on the podium behind Alberto Contador.

The struggles of the Movistar riders may have underlined just how difficult it is to compete in back-to-back Grand Tours, but the Astana riders have demonstrated how a Giro-Vuelta double can work out if a rider carefully trains to hit peak form at both.



Pro wins Nelson Oliveira had prior to his stage win Vuelta career stage wins for Joaquim Rodríguez

Total number of riders to have abandoned so far

5th Alejandro Valverde's lowest overall finish in Vuelta

54.9 Kilometres of climbing on stage 11



Stage 11: Andorra la Vella > Cortals d'Encamp, 138km Winner: Mikel Landa (Astana) Landa won from the break, and team-mate Aru outclimbed everyone else to become overall leader. Froome crashed and abandoned the day after.

Stage 12: Andorra > Lleida, 173km Winner: Danny Van Poppel (Trek) The 22-year-old Van Poppel recovered from a puncture to win the bunch sprint, while favourite John Degenkolb got crowded out.

Stage 13:

Calatayud > Tarazona, 178km Winner: Nelson Oliveira (Lampre-Merida) Portuguese rider Oliveira escaped from a large breakaway group 27km from the finish, and time trialled his way to victory.

Stage 14: Vitoria > Fuente del Chivo, 215km Winner: Alessandro De Marchi (BMC) De Marchi won as the strongest climber in a five-man break, while all the favourites finished within 30 seconds of each other.

Stage 15: Comillas > Sotres, 176km Winner: Joaquim Rodríguez (Katusha) Rodríguez made a stage-winning attack with 1km to go, closing the gap from Aru on the GC to just

Stage 16: Luarca > Ermita de Alba, Quirós, 185km Winner: Fränk Schleck (Trek) Schleck won from the break, while Rodríguez overturned his one-second deficit to a one-second lead over Aru.

stage 16 1. Joaquim Rodríguez (Esp) Katusha in 67:52.44 2. Fabio Aru (Ita) Astana at 1 sec 3. Rafal Majka (Pol) Tinkoff-Saxo at 1.35 4. Tom Dumoulin (Ned) Giant-Alpecin at 1.51 5. Mikel Nieve (Esp) Team Sky at 2.32 6. Esteban Chaves (Col)
Orica-GreenEdge at 2.38 7. Daniel Moreno (Esp) Katusha at 2.49 8. Nairo Quintana (Col) Movistar at 3.11 9. Alejandro Valverde (Esp) Movistar at 3.58 10. Louis Meintjes (RSA) MTN-Qhubeka at 5.22



Oldham opens with a win in Skipton

ormer National Trophy Cyclo-Cross Series champion Paul Oldham (Hope Factory Racing) won the opening round of the Yorkshire Points Series in Skipton on Sunday, his first victory since recovering from the knee injury which ruled him out for much of last season.

The 38-year-old from Colne picked up the injury in the Rapha Super Cross last October, and has only ridden a handful of MTB crosscountry events since then as he gets back to full fitness.

CXNE Series

He had team-mate Jack Clarkson for company in the opening few laps at Skipton, but soon pulled away to win by 28 seconds.

Stuart Wearmouth (MTS Cycle Sport) won the first round of the CXNE Series at Gateshead, crossing the line 20 seconds clear of first-year senior Matt Worton (Scott Racing), who still managed to take second despite an early puncture.

Junior Harry Yates (Hargroves Cycles) held off Luke Grivell-Mellor (JLT-Condor) by just one second to win the first round of the **BWA West Midlands League** on Sunday, while in the Eastern League at Basildon on Saturday, National Trophy U23 champ Ben Sumner (Beeline Gener8) won.

Dan Evans (Team Elite) won the Buxton CC hillclimb on Long Hill in a time of 12:20.2, more than six

seconds faster than Teivan Pettinger (Sri Chinmoy Cycling) who has won the event for the previous five years. Dame Sarah Storey (Pearl Izumi) posted a course record 14:24.8 to win the women's event.

Simmonds's fast 25

In time trialling, Alex Royle (Army CU) and Kieron Davies (drag2zero.com) tied for top spot in the Port Talbot Wheelers 25 at Rhigos, Wales, on Sunday, while Hayley Simmonds (Velosport) clocked an impressive 50.32 to finish as fastest female.

Steve Irwin (North Lancs RC) broke Gethin Butler's nine-vear-old course record in the Lancaster CC 25 on the L2524 at Levens. Irwin clocked 49.30 to win by 2.37 from John Morgan (Preston Wheelers).

Charlton's 50 at 49

The Burton and District CA 100 at Etwall in Derbyshire saw several riders boost their British Best All-Rounder qualifying times, led by Charles Taylor (South Pennine RC) who won with 3:21.31, while Adam Topham (High Wycombe CC) was second with 3:22.40.

Veteran Barry Charlton (Swinnerton Cycles) proved age is no barrier to success, the 49-year-old winning the Chester RC 50 in Shropshire with 1:52.56, winning by around two and a half minutes from Jason Burrill (Peterborough CC) who is 16 years younger.

Time trials

Chester Road Club 50 (Prees, Shropshire):

L. Barry Charlton (Swinnerton Cycles) .	.1:52.56
2. J. Burrill (Peterborough CC)	1:55.27
B. A. Connery (Liverpool Phoenix CC)	1:57.04
4. M. Stell (Ribble Valley CRC)	1:58.23
5. W. Pegg (Stone Wheelers)	1:59.21
6. A. Winstanley (Liverpool Phoenix CC)	2:00.28
7. R. Kay (North Shropshire Wh)	2:01.09
B. M. Brearton (The Endurance Store)	2:01.16
9. J. Griffin (Kingston Wh)	2:01.43
LO. M. Avil (A5 Rangers CC)	2:02.15
Women: Amanda Whitmore	
(Revolutions Racing)	2:18.23
Veterans on std: Barry Charlton	
(Swinnerton Cycles)	+26.38
Handicap: Mark Avil	1:19.30

Port Talbot Wheelers 25 (Rhigos, Wales):

=1. Alex Royle (Army CU)	
=1. Kieron Davies (drag2zero.com)	46.50
3. C. Moss (Mid-Devon CC)	47.51
4. D. Robson (Somerset RC)	48.03
5. B. McIntosh (Crewe Clarion Wh)	48.33
6. J. Wynn (Northover Vets)	48.34
7. R. Simmonds (Look Mum no Hands!)	48.53
8. N. English (Banjo Cycles)	48.54
9. M. Slater (Exe Velo)	49.04
10. M. Ellerton (Team Swift)	49.18
Veterans: Conrad Moss.	
Women: Havley Simmonds (Team Velospo	ort)50.32

Juniors: George Clark (High Wycombe CC) ...50.21

Poole Wheelers 25 (Lytchett Matravers, Dorset):

1. James Copeland (Fareham Wh)...

2. G. Parker (VC St Raphael)	52.09
3. J. Samways (Bournemouth Jubilee Wh)	53.37
4. S. Healey (Andover Wheelers)	53.55
5. S. Berogna (VC St Raphael)	54.02
6. N. Frewin (Bournemouth Jubilee Wh)	54.39
7. M. Denny (Poole Wh)	
8. B. Keightley (Primera Sports)	55.04
9. S. Wadsley (Poole Wh)	55.09
=10. A. Rivett (VC St Raphael)	55.31
=10. S. Pink (CC Weymouth)	55.31
Women: Lesley Walkling (VC St Raphael)	
Juniors: Sam Wadsley.	
Veterans: Greg Parker.	
Team: VC St Raphael	
(Parker, Berogna, Rivett/Pink)	2:42.42
Veterans on std: Terry Icke (VC St Raphael)+17.30

Lancaster CC 25 (L2524, Levens, Kent):

1. Steve Irwin (North Lancs RC)	49.30
2. John Morgan (Preston Wh)	52.07
3. Steve Dainforth (Coveryourcar.co.uk)	53.33
4. Paul Fleming (Preston Wh)	53.55
5. Gethin Butler (Preston Wh)	54.14
6. Ian Cox (North Lancs RC)	54.24
7. David Turner (Cleveleys RC)	54.49
8. Julian Waller (Teesdale CRC)	55.20
9. Peter Walker (Leigh Premier)	55.21
10. Campbell West (Kent Valley RC)	56.17
Veteran: Steve Irwin	
Woman: Theresa Taylor (Preston CC)	1:03.54

Saturday September 5

National 10-mile Women's Championships (Marlborough, Wiltshire):

1. Hayley Simmonds (Team Velospor	t)22.14
2. M. Wasley (Epsom CC)	22.41
3. K. McNeill (Drag2zero.com)	22.50

Performance of the week

George Wood (Richardsons-Trek)

Jef Schils Memorial Road Race (Essex)

Teenager Wood suffered a 'wardrobe malfunction' with his skinsuit seconds before the start of the race. But after a quick change he chased them down and went on to take a solo win.

4. N. Juniper (Team Giordana)	23.09
5. C. Rose (Pearl Izumi Sports	
Tours International)	23.36
6. V. Gill (Drag2zero.com)	23.38
7. A. Lethbridge (gbcycles.co.uk)	23.43
8. L. Powell (Mike Vaughan Cycles)	23.50
9. C. Spearman (Nopinz)	24.14
10 M Sneddon (TORO Performance)	24 23

RTTC National 10-mile Junior Championships (Marlborough, Wiltshire):

1. Gabriel Evans (London Dynamo)	20.44
2. S. Henning (Catford CC)	20.58
3. M. Langworthy (Mid Devon CC)	21.02
4. E. Georgi (Giant CC-Halo Films)	21.21
5. G. Clark (High Wycombe CC)	21.34
6. L. Bulley (Velocity Globalbike RT)	21.38
=7. P. Kibble (Velocity Globalbike RT)	21.42
=7 R. Kenworthy (LeisureLakesBikes.com)	21.42
9. S. Paterson (Doncaster Wh CC)	21.49
10. N. Allatt (Royal Navy & Royal Marines CA)21.53

BDCA 100 (Etwall, Derbyshire):

Open:	
1. Charles Taylor (South Pennine RC)	3:21.31
2. A. Topham (High Wycombe CC)	3:22.40
3. J. Skipper (Rock Estate)	3:33.41
4. P. Harrison (G.S. Henley)	
5. I. Holbrook (Stone Wh CC)	3:37.36
6. N. Skellern (Team Swift)	3:38.38
7. M. Turnbull (TORQ Performance)	3:39.07
8. A. Ward (Lichfield City CC)	3:39.56
9. R. Townsend (Team Swift)	3:40.23
10. J. Ford (CC Blaenau Gwent)	3:40.58
Women:	
1. L. Gossage (Cambridge CC)	. 3:48.48
2. C. Kunschke (High Wycombe CC)	
3. J. Conibear (Hemel Hempstead CC)	4:09.01
Veteran 40-44: Mark Turnbull	
Veteran 45-49: Adam Topham	
Veteran 50-54: Neil Skellern	
(Team Swift)	3:38.38
Veteran 55-59: Joseph Costello	
(Walsall RC)	3:48.21
Veteran 60-64: Greg Dancer	
(Stone Wheelers CC)	3:57.56
Veteran 65+: Richard Turpin	
(Velo Club Walcot)	4:05.49
Team: Adam Topham, Cynthia Kunschke,	
Jeff Roberts (High Wycombe CC)	11:36.55
Association: 1. Chris Mcnaughton	
(Leicester Forest CC)	3:47.29
2. J. Costello (Walsall RC)	3:48.21
3. J. Seabridge(Mercia)	3:50.36
4. P. Hurst (Nottingham Clarion CC)	
5. D. Dovey (Walsall Roads CC)	3:54.26

6. M. Moore (Walsall Roads CC)

Team Velovelocity 25 (Newmarket, Suffolk):

3 (<u> </u>
1. Matthew Smith (Velovelocity)	47.15
2. D. Bloy (Velovelocity)	49.57
3. G. Empson (Anglia Velo)	49.58
4. R. Harrison (Didcot Phoenix)	50.22
5. D. Green (Velovelocity)	50.35
6. S. Travis-Beames (Spirit Racing Team)	50.39
7. S. Gorbutt (Diss and Dist CC)	51.11
8. S. Davidson (Velovelocity)	51.27
9. R. Young (Team Vision Racing)	51.39
10. J. Kierman (St Ives CC)	51.41
Team: Team Velovelocity	
Women: Julia Freeman (Easterley RC)	56.07

Redmon CC 10 (Dorking, Surrey):

1. Richard Bussell	
(RST Sport-Aero Coach)	19.54
2. N. Malins (4T+ Velo Club)	21.12
3. E. Allen (Redmon CC)	
4. P. Thompson (Epsom CC)	21.57
5. M. Deen (Redmon CC)	22.05
6. C. Hollosi (Gemini BC)	22.28
7. R. Tully (Elite Cycling)	
8. R. Gilmour (Hounslow and District Wh)	22.36
9. S. Morgan (Tooting RC)	22.51
10. K. Plummer (Lewes Wanderers CC)	22.56
Woman: Tamar Vanderhaas	
(Lewes Wanderers CC)	24.42
Veteran on standard: Michael Deen	+5.33
Tandem: Steve Croggon (Beacon Roads	CC) and
Richard Bussell.	,

Ronnie MacDonald Memorial 10 (Invergordon, Ross-shire):

-	
1. Callum Finlayson (Moray Firth CC)	21.19
2. E. Innes (Moray Firth CC)	21.36
3. C. Duncan (Ythan CC)	21.58
4. C. Goddard (Moray Firth CC)	22.04
5. B. Fishpool (Cairngorm CC)	22.22
6. D. Harter (Forres CC)	22.26
7. K. Lackie (Moray Cycle RT)	22.34
8. S. Liddle (Ben Wyvis CC)	22.44
9. B. Nicholas (Moray Firth CC)	22.45
10. M. Dryburgh (Ross-shire Roads CC)	23.04
Handicap: Cameron Young (unattached).	19.11
Veteran on Standard: Alasdair Washingt	on
(Caithness CC)	+5.24
Woman: Beth Anderson (Moray Firth CC).	25.20
Youth: Lewis MacFarlane (Moray Firth CC)	

The Georgetown Cup 11 km (Renfrew, Renfrewshire):

gital

EO

Team: 1. Fullarton Wheelers	2:10.32
2. Glasgow Nightingale CC	
3. Glasgow Green Cycle Club	2:13.35
4. Lomond Roads	2:16.07
5. Glasgow Couriers	2:16.35
6. Inverclyde Velo	2:17.02



Hayley Simmonds (Velosport)

Despite a disrupted week, Simmonds stormed to victory in the National 10 on Saturday, then also clocked 50.23 in the Port Talbot Wheelers 25 on Sunday, one of the fastest times ever recorded by a woman.

Fastest flying Scots:	
1. Martin Wilson (VC Glasgow South)	. 16.19
2. Stuart Bryson (Glasgow Nightingale CC)	19.04
3. Fergus Brown (Flying Scot)	19.08
Tandem: Laura Cluxton (Rock and Road	Cycle
MCU) and Lynsey Carson	17.01
Individual:	
1. Chris Smart (Paisley Velo	
Race Team)	.14.46
2. D. Griffiths (Pro Vision Cycle Clothing)	
D. Griffiths (Pro Vision Cycle Clothing) T. Gordon (Fullarton Wh)	15.11
	15.11 15.14
3. T. Gordon (Fullarton Wh)	15.11 15.14 15.17
3. T. Gordon (Fullarton Wh)	15.11 15.14 15.17 15.23
3. T. Gordon (Fullarton Wh)	15.11 15.14 15.17 15.23
3. T. Gordon (Fullarton Wh)	15.11 15.14 15.17 15.23 15.43
3. T. Gordon (Fullarton Wh)	15.11 15.14 15.23 15.43 15.44

Cyclo cross

Eastern League (round one, Basildon, Essex):

Seniors/Juniors: 1. Ben Sumner (Beeline-Gener8) 52.06; 2. J. Dennis (unattached) +1:20; 3. J. Birks (VC Londres) +1:21; 4. D. Barnes (Corley Cycles Drops RT) +1:36; 5. S. James (Renvale RT) +1:54; 6. D. Toms (Iceni Velo) +2:05; 7. J. Spilsbury (Army Cycling Union) +2:38; 8. M. Holmes (Arctic Tacx RT) +2:42; 9. R. Tricker (ViCiOUS VELO) +3:15; 10. P. Glowinski (VC Londres) +3:17. Junior: David Barnes (Corley Cycles Drops RT) 53.42.

Veterans 40-49: 1. Mike Simpson (G.S. Henley) 35.56: 2. S. Aldous (Renvale RT) +0:15: 3. R. Purcell (Neon-Velo Cycling Team) +0:43; 4. R. Maidment (East London Velo) +0:48; 5. K. Knox (ViCiOUS VELO) +1:19; 6. J. Świndells (Iceni Velo) +1:50.

Veterans 50-59: 1. Richard Muchmore (Revel Outdoors) 39.51; 2. D. McMullen (Cotswold Veldrijden) +0:27; 3. D. Copland (Ipswich Bicycle Club) +0:29; 4. P. Hayes (London Phoenix CC) +1:07; 5. C. Harrison (Ford Cycling Club) +1:18; 6. S. Hime (Finchley Racing Team) +1:33.

Women: 1. Delia Beddis (Les Filles Racing Team) 45.21; 2. S. Chastell (M and D Cycles) +1 lap; 3. J. Williams +1 lap.

Under-16s: 1. Ben Tullett; 2. C. Hurst (Colchester Rovers CC) +1.47; 3. S. Asker (Welwyn Wh CC) +2.03. Girls: Lauren Higham (Welwyn Wh CC)

Under-14s: 1. Oliver Stockwell (Welwyn Wh); 2. J. Kiely (Welwyn Wh CC); 3. A. Peet (Team Milton Keynes). Girls: Harley Pell (Cycle Club Ashwell). Under-12s: 1. Caelan Miller (Barking and Dagenham CC) 13.39; 2. J. Carter (Lee Valley Youth Cycling Club) +0.37; 3. A. Salmon (Lee Valley YCC) +0.41. **Girls: Jodie Taylor (Colchester** Rovers CC). Under-10s: 1. Harley Gregory (West Suffolk Wheelers and Tri Club) 9.26: 2. S. Quiggin (Cycle Club Ashwell) +0.10; 3. R. Mooney (CC Hackney) +0.28. Girls: Marnie Dunlop.

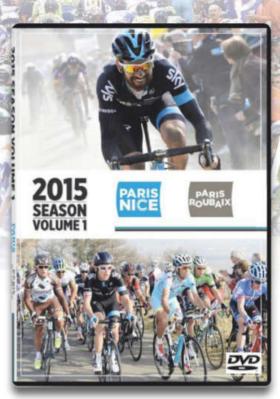




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SURLY Custom build by Bicycle Doctor Manchester 50 cm frame, magenta, Tiagra group set, schwalbe tyres. It has had very little use as a little on the big side for me (I am 5'7"). Lovely looking bike and a lot of fun to ride. Needs loving home. £900. Nelson. Tel: 07450 976541. Email: lorraine. broadhurst@gmail.com



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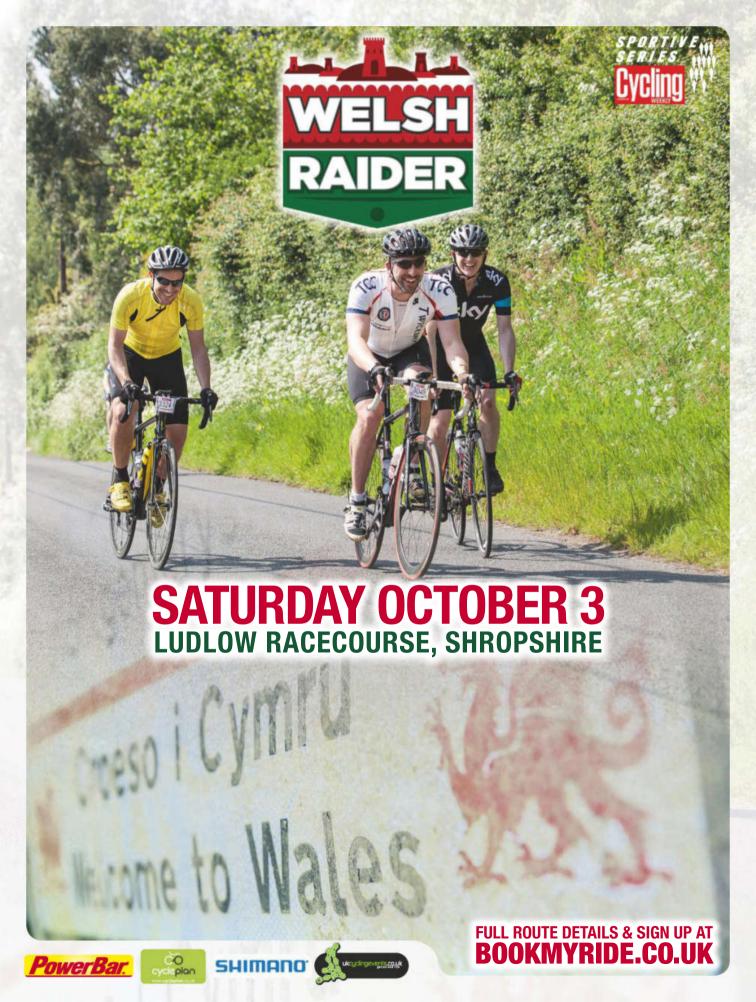
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Hutch

An old film gives the Doc an insight into cycling in the 1950s — a much simpler, more peaceful time

doctorhutch_cycling@timeinc.com

couple of weeks ago, someone forwarded me a link to a short film. It was a lovely little documentary produced by British Transport Films, and was about a cyclists' excursion, organised by the Cyclists' Touring Club in May 1955. If you search YouTube for 'Cyclists Special', you will not regret it.

(British Transport Films was the propaganda arm of the nationalised railways. It promoted a bucolic, pre-war view of Britain, where yokels drove ox carts and wore smocks. Remarkably it survived till 1982.)

In Cyclists Special, men smoking pipes and wearing plus fours, and women in khaki shorts caught a train out of London with their bikes. The idea was to allow touring riders to see exotic countryside, far beyond anything they could see in a day's trip. "A hard-riding cyclist might reach Brighton, Basingstoke or Bedford," said the voiceover. "But if anyone said you could reach Warwickshire, you'd say he was nuts!" If you lived in London in the 1950s, Warwickshire was apparently to all intents and purposes the Galapagos Islands.

Dozens of bikes were loaded

into specially designed bikecarrying carriages. Then the riders set the pattern for the day, by going to the cafeteria car to stuff themselves.

Middle England

There was a shot of this magazine's former editor H.H. England. "He knows that a tour without a map is like new potatoes without mint," said the cut-glass voiceover, as England stabbed authoritatively at a huge print-out from Google Maps, and a man called Reg nodded in agreement.

When the riders arrived in Rugby, they set out in several groups of varying abilities to explore Warwickshire. "There is always a certain excitement about coming to a strange place," says the voiceover. The riders admired stained glass windows in medieval churches, and tried to imagine Kenilworth Castle during the civil war, all accompanied by light music.

The roads were very quiet.

There were no more than a bare handful of cars in the entire

Acts of Cycling Stupidity

It's comforting to realise that even one of the world's best professionals has exactly the same unfortunate instincts as most of the rest of the cycling world.

When invited to help design a stage of the Vuelta a España, Joaquim Rodríguez came up with last week's stage 11, which started straight up a first-category mountain, packed six categorised climbs into 138km, and was described by many as the toughest Grand Tour stage in history.

It clearly never occurred to him to have a 50km easy roll, with a cafe stop.

It's this macho instinct that means you should never delegate responsibility for planning a ride, however casual it's supposed to be, to anyone else.





film. I looked at shots of small towns and villages as the riders passed through, wondering why they all looked so odd, before realising it was because there were hardly any parked cars. You could see nothing but kerb stones. It was amazing.

On quiet country roads, the riders often as not took up the full width of the road. They rode along, completely failing to avoid looking self-conscious in front of the camera, but clearly having a wonderful time.

Post-war abundance

"All that exercise may bring on a touch of 'the bonk' which means 'distressingly fatigued,'" said the voiceover. "Experienced cyclists always guard against this by eating," And he wasn't kidding.

"A cycle tour without a map is like new potatoes without mint" The film is never more than a few seconds away from a long, lingering shot of someone putting something in their mouth, then trying to smile for the camera and chew at the same time. Rationing was a recent memory, so I suppose a middle-aged man eating a cream cake and drinking tea was what they had instead of pornography.

It's also very noticeable that many of them guarded against excessive stability by sinking a couple of pints over lunch, often as not before climbing onto the front of a tandem that had a small child on the back.

It's a film from a gentler time. It just looks so peaceful. Cyclists appeared to be welcome wherever they went. I understand very well that it's not a film made from a neutral standpoint — it was designed to make you want to go on the next excursion, and just to make the point, the date of the next excursion is captioned at the end.

But all the same, if you watch it, and don't feel it would be worth trading 11-speed gears and disc brakes to be back there, you have no soul.



GREAT INVENTIONS OF CYCLING

Motorpacing

A form of training much used by the pros, motorpacing simply means riding behind a scooter or motorbike. It's a hangover from the early days of cycling, when almost all racing was done behind a pacer.

Riders like Mark Cavendish and Fabian Cancellara swear by it — indeed Cancellara regards it as the training he needs to bring himself to top form, and he likes to do it for hours on end.

Since you have to ride just inches behind the scooter, it requires considerable trust, and from the cyclist's point of view, preferably a scooter with extremely ineffective brakes. It is for this reason that you don't try to do it on the cheap by jumping on behind a random scooter. This is especially tempting in London, which is full of trainee taxi-drivers doing the 'Knowledge' at just the right speed.

On the upside, if you do succumb to this temptation, at least when you crash into him he'll know exactly where to send the ambulance.

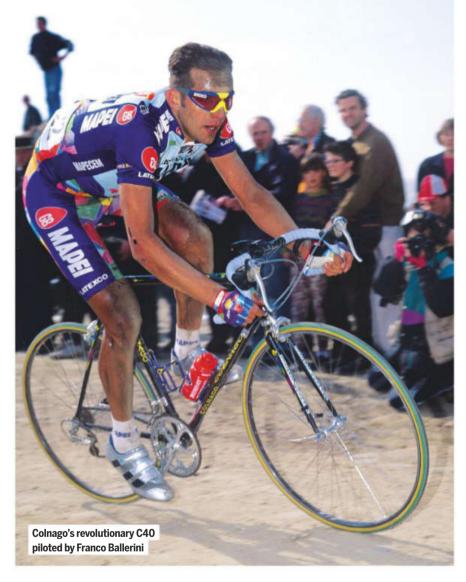
Why it works is less clear. Riders say it's just about the speed. Physiologists say it's about inertial load and muscle duty-cycle, which is what physiologists do when they want to say, "it's just about the speed" but want to sound cleverer than a bike rider.

The truth of it is probably that it makes riders happy because, even if you tear through training partners as fast as Fabian Cancellara, you still have someone whom you haven't dropped to buy you a cake at the cafe stop.



Colnago C40

Simon Smythe takes a look at the bike that started the carbon-fibre revolution



he potential of carbon-fibre as a superior material for bike frames was recognised in the Seventies, but it wasn't until the arrival of the Colnago C40 in 1994 that it was actually proven — and how!

With the carbon-lugged construction of the C40 — 'C' for carbon and '40' to commemorate Colnago's 40th year in business — Ernesto Colnago solved the problem of how to make a carbon frame

durable enough to win the toughest cobbled Classics yet light enough to soar up Alpine cols.

However, that's only a fraction of the reason why the C40 is the favourite bike of all time for so many people including Sir Bradley Wiggins.

Colnago could have created something with perhaps a swoopy, futuristic profile befitting its revolutionary design. Instead he kept the tubes ramrod-straight in the traditional style — albeit with the star-shaped cross-section that he had pioneered with the steel Master — but paid a true artisan's attention to the quality of the finish: Colnago's Art Decor paint-schemes required hours of painstaking airbrushing and masking, and they were simply breathtaking. Explosions of rich colours on a canvas of carbon weave underneath a sumptuously deep lacquer, and all framed by organic-looking carbon lugs.

It was like nothing ever before seen in cycling. The various colour options and designs — all individually slightly different as each one was done by hand — ran on for pages and pages in the Colnago catalogue.

Cubism crazy

However, there was one paint-scheme destined to become *the* Colnago C40 colourway: the Mapei team livery with its tumbling multi-coloured cubes.

Mapei was the team to which Ernesto Colnago gave the C40, and in turn Mapei gave Ernesto Colnago the first Paris-Roubaix win for a carbon bike, with Franco Ballerini in 1995. This moment marked the end of the road for steel and aluminium frames.

And to hammer home their point, the next year Mapei and the C40 effected a clean sweep of the Paris-Roubaix podium with Johan Museeuw, Andrea Tafi and Gianluca Bortolami arriving at the Roubaix velodrome together and crossing the line in formation, all three with their arms in the air. Incredibly Mapei repeated the one-two-three at Paris-Roubaix on board their C40s twice more — in 1998 and 1999.

The C40 remained in production as Colnago's flagship model, ridden by Mapei and Rabobank at the top level, until 2004. In an entire decade, the frame went mostly unchanged, with just the seatstays updated to the wishbonestyle B-Stay design and the chainstays reworked to incorporate the HP ('High Power') diamond-shaped cut-out that was intended to simultaneously add stiffness and reduce vibration.

Ernesto Colnago knew he had created something special. Other Italian brands have moved production to the Far East but Colnago's current top model, the C60, still uses the legendary carbonlugged design and, like its predecessor, is still handmade in Cambiago.









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